The Hong Kong Daily Press.

No. 4862 號二十六百八千四第 日九十月五年西癸治同 HONGKONG, FRIDAY, 13TH JUNE, 1873. 五拜禮 號三十月六英 港香 [PRICE $2½ PER MONTH.

Arrivals.

June 12, NESTOR, Brit. str., 1,414, Hill, Shanghai 8th June, General.—BUTTERFIELD & SWIRE.

June 12, NORNA, Brit. str., 600, Milson, Swatow 11th June, General.—KWOK ACHEONG.

June 12, TAI WATT, Siam. bark, 654, T. Sass, Bangkok 18th May, General.—CHINESE.

June 12, NORMAN COURT, Brit. ship, 834, Shewan, London February 20th, and Dartmouth March 1st, General.—TURNER & Co.

Departures.

June 12, COLORADA, str., for Yokohama and San Francisco.

June 12, NAMOA, str., for Saigon.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, JUNE 12TH.

Colorado, str., for Yokohama and San Francisco.

Nightingale, for Shanghai.

Scottish Bride, for Whampoa.

Fearless, for Iloilo.

Passengers.

Per *Nestor*, str., from Shanghai:—
—20 Chinese.

Per *Tai Watt*, from Bangkok:—
50 Chinese.

Per *Norna*, str., from Swatow:—
97 Chinese.

Per *Nightingale*, for Shanghai:—
1 Cabin.

Per *Colorado*, str., for Yokohama and San Francisco:—

For Yokohama.—Messrs. John M. Sanford and Chas. Riddell, 2 Japanese and 1 Chinese in the steerage. For San Francisco.—Messrs. Austin Drake and Seth Cowing, 1 European 999 Chinese in the steerage. For Liverpool.—Mr. W. Wilson, wife and 2 children. For Havre.—M. P. Leotardi.

Reports.

The Siam. bark *Tai Watt* reports left Bangkok on 18th May, had light Southerly winds to the Macclesfield Bank, thence to port squalls, light baffling winds, and calms.

The British steamship *Norna* reports left Swatow on 11th June, had light S.W. winds and fine weather throughout. In Swatow, H.M.S. *Elk*; passed the steamship *Kiusha* going into Swatow.

Vessels Expected at Hongkong.

(Corrected to Date.)

Vessel's Name.	*From.*	*Dates.*
Loochoo	Sunderland	Jan. 2
Chioa	Cardiff	Jan. 15
Matchless	New York	Jan. 24
Muton	London	Jan. 27
Pegasus	Boston	Feb. 5
Ruhtinas	Newcastle	Feb. 6
Maiden Queen	London	Feb. 13
Boldon	Sunderland	Feb. 15
Alexander	Swansea	Feb. 16
Gem	Liverpool	Feb. 17
Pow-an (s)	Glasgow	Feb. 22
Everest	London	Feb. 24
Republic	Liverpool	Mch. 4
Rowan	Waterford	Mch. 4
Wylo	Hamburg	Mch. 11
Italy	Cardiff	Mch. 12
Sea Serpent	New York	Mch. 12
Arracan	London	Mch. 14
Mount Royal	Cardiff	Mch. 18
Hahnemann	Cardiff	Mch. 19
Naworth Castle	Cardiff	Mch. 19
Alalanta	Cardiff	Mch. 20
Prince Eugene	Penarth	Mch. 20
Veritas	Cardiff	Mch. 21
Vidal	Cardiff	Mch. 21
Star of China	London	Mch. 22
Gertrude	London	Mch. 22
Deerhound	Cardiff	Mch. 22
C. M. Adams	Penarth	Mch. 26
Eugerrio	London	Mch. 27
Imatra	Newport	Mch. 27
Chinaman	London	April 3
Lady Blessington	Liverpool	April 4
Yeawering Belle	Shields	April 7
H. Upman	Cardiff	April 8
Ruth	Sunderland	April 9
Oswego	Cardiff	April 16
Melrose	Shields	April 16
Sharperton	Cardiff	April 18
Fairy	Cardiff	April 18
Sir Henry Parkes	London	April 24
Ld. Elphinstone(s)	London	April 24
Gertrude	Newport	April 24
Mirella	Cardiff	April 24
Douglas (s)	Aberdeen	April 28

Auction Sales To-day.

LANE, CRAWFORD & Co., At 12 noon, Sundry Goods, &c.

BROWN, JONES & CO., UNDERTAKERS, &c., OFFICE—No. 9, HOLLYWOOD ROAD.

Memorial Stones and Monuments erected.
tf 137 Hongkong, 21st January, 1873.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.) SOLE AGENT FOR CHINA AND JAPAN,
F. PEIL.
tf 1671 *Hongkong, Shanghai, Cologne (Germany.)*

E. R. HANDLEY, HOUSE AND SHIP PLUMBER, COPPER SMITH, BRASS FOUNDER AND GAS FITTER,
—39 *and* 40, *Praya West.*
Next to the P. & O. Coal Stores,
tf 1631] HONGKONG. [Sept. 15

THE CEBU COAL COMPANY, LIMITED.

CAPITAL $140,000 in 1,400 Shares of $100 each, $10 payable on allotment, and the remainder in monthly instalments of $10 each.

(759 Shares have already been subscribed.)

THIS Company is now being formed in Manila to purchase and work the rich coal mines known as the "Purrisima Concepcion" and "Principe Alfonso" in the Island of Cebu, one of the Philippines, under the auspices of the following Merchants:—

J. J. INCHAUSTI, of Messrs. Inchausti & Co.
FRANCO, REYES, of Messrs. Reyes & Co.
JONATHAN RUSSEL, of Messrs. Russell & Sturgis.
GEORGE H. PIERCE, of Messrs. Peel, Hubbell & Co.
ANTONIO DE AYALA.
JUAN JOSE MARCAIDA.
ZOYLO T. DE ADELCOA.

Prospectuses and forms of application, or any other particular, can be obtained from the undersigned.

REMEDIOS & Co., *Agents.*
1m 904 Hongkong, 6th June, 1873.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned are now prepared to grant, on behalf of the above Company, Policies against Fire on First-class Buildings, to an extent of $10,000.

A discount of Twenty per cent. (20%) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co., *Agents.*
1y 15 Hongkong, 1st January, 1873.

Banks.

COMPTOIR D'ESCOMPTE DE PARIS.

INCORPORATED by National Decrees of 7th and 8th March, 1848, and by Imperial Decrees of 25th July, 1854, and 31st December, 1866.

RECOGNISED BY THE INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

	Francs.	*£ Sterling.*
PAID-UP CAPITAL	80,000,000	3,200,000
RESERVE FUND	20,000,000	800,000

HEAD OFFICE.—14, Rue Bergère, Paris.
LONDON AGENCY.—144, Leadenhall Street, E.C.
AGENCIES.—At Nantes, Lyons, Marseilles, Roubaix, Brussels, Alexandria, Bombay, Calcutta, Hongkong, Shanghai, Saigon, Saint Denis (Ile de la Réunion,) and Yokohama.

LONDON BANKERS—UNION BANK OF LONDON.

HONGKONG AGENCY.

Interest Allowed.

On current deposit accounts at the rate of 2 % per annum on the monthly minimum balances; 2½ % subject to 15 days' notice of withdrawal; and 3 % subject to one month's notice.

On Fixed Deposits:

For 3 months 3 % per annum.
" 6 " 4 % " "
" 12 " 5 % " "

A. PHILIPPE, *Acting Manager.*

Offices in Hongkong: Bank Buildings, Queen's Road.
876 Hongkong, 2nd June, 1873.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND.....1,000,000 of Dollars.

Court of Directors:—
Chairman—S. D. SASSOON, Esq.
Deputy Chairman—W. H. FORBES, Esq.

Ad. André, Esq.	G. B. Lemann, Esq.
E. R. Bellios, Esq.	Thos. Pyke, Esq.
A. F. Heard, Esq.	Hon. R. Rowett.
A. Jocst, Esq.	

Chief Manager.
Hongkong—James Greig, Esq., *Manager.*
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.

On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months' 2 per cent. per annum.
6 " 4 " "
12 " 5 " "

LOCAL BILLS DISCOUNTED.

Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, *Chief Manager.*

Offices of the Corporation,
No. 1, Queen's Road East.
tf 1062] Hongkong, 1st April, 1873.

TO LET.

THE HOUSE on the Praya East, formerly in the occupation of Mr. JOHN JACK.
Apply to
WILLIAM BECKETT, *East Point Godowns.*
tf 926 Hongkong, 11th June, 1873.

TO BE LET.

THE HOUSE No. 13, Staunton Street, containing 7 Rooms. Side entrance for Servants. Possession can be had on 1st proximo.
Apply to
J. H. COX, 41, *Queen's Road.*
tf 918 Hongkong, 10th June, 1873.

TO LET.

THE Two GODOWNS, No. 1 and 2, at the back of the Rice Mills, West Point, facing the Praya.

The Godowns have undergone extensive and thorough repairs, and are now in first rate order. Apply to
G. VON OVERBECK, *No. 8, Pedder's Hill.*
1m 890 Hongkong, 4th June, 1873.

TO LET,
Possession from 1st July next.

NO. 5, West Terrace.
Apply to
J. P. DA COSTA.
tf 880 Hongkong, 3rd June, 1873.

TO LET,
(With possession on 1st July.)

THE BLACKSMITH'S SHOP on Wanchai Road, now occupied by the Hongkong and Whampoa Dock Company.
Apply to
LANDSTEIN & Co.
tf 807 Hongkong, 23rd May, 1873.

FOR RENT.

A FIRST-CLASS GRANITE GODOWN, at Wanchi.
Apply to
S. E. BURROWS & SONS.
tf 781 Hongkong, 20th May, 1873.

TO LET.

A SUBSTANTIALLY built BUNGALOW on Shameen, in Canton. Rent moderate.
Apply to
AHMEDBHOY HABIBBHOY.
tf 775 Hongkong, 19th May, 1873.

NOTICE.

TO LET.

THE HOUSE No. 62, situated in Wellington Street, well adapted for a business residence. Rent moderate.
Apply to
JAIRAZBHOY PEERBHOY, *Wellington Street.*
tf 769 Hongkong, 17th May, 1873.

TO LET,
With immediate possession.

THE FIRST FLOOR of No. 13, Queen's Road, consisting of nine large Rooms, with a small Godown, Cook Houses, Compradore and Servants' Quarters.

Also, a well furnished HOUSE, in Pedhili Terrace.

For particulars, apply to
MACEWEN & Co.
tf 757 Hongkong, 15th May, 1873.

TO BE LET.

A SUITE of ROOMS, furnished. For particulars, apply at
THE HONGKONG DISPENSARY.
tf 583 Hongkong, 14th April, 1873.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.
A. McIVER, *Agent.*
tf Hongkong, 1st July, 1867.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

Detached & semi-detached Dwelling Houses, removed from town, and their contents.	½ per cent. per annum.
Other dwelling Houses used strictly as such, and their contents.	¼ "
Godowns, Offices, Shops, &c., and their contents.	1 "

On and after this date, a discount of 20 per cent. off the above rates will be allowed to Insurers.

GILMAN & Co., *Agents, North British and Mercantile Insurance Company.*
tf 1168 Hongkong, 24th June, 1872.

Notices of Firms.

NOTICE.

MR. GEORGE B. FALOONER will act as my Attorney during my absence from the Colony.
JOHN JACK.
tf 881 Hongkong, 31st May, 1873.

THE interest and responsibility in our firm of Mr. JOHN H. SMITH ceased on the 30th of April last.
P. BLACKHEAD & Co.
tf 708 Hongkong, 1st May, 1873.

MR. WILLIAM STEWART YOUNG is this day admitted a Partner in our firm in Hongkong, China, and Japan.
GILMAN & Co.
2m 678 Hongkong, 1st May, 1873.

NOTICE.

UNDER the Style or Firm of B. J. MORRIS & Co. I have this day established myself at Foochow as a Commission Merchant.
BENJ. J. MORRIS.
3m 741 Foochow, 1st May, 1873.

MR. AD. S. CORDES has this day been admitted a partner in our firm.
A. CORDES & Co.
tf 458 Tientsin, 1st January, 1873.

MR. F. LANCKEN and Mr. C. W. SIEGFRIED have this day been admitted partners in our firm in Hongkong and China.
WM. PUSTAU & Co.
6m 2 Hongkong, 1st January, 1873.

THE co-partnership hitherto existing between ISAAC M. BULL, JAMES PURDON, JOHN G. PURDON, and S. HUBBARD CLARKE, in Hongkong and China, under the name or style of "BULL, PURDON & Co.," ceased this day by effluxion of time.

Outstanding accounts will be settled by either of the partners, who for that purpose are authorized to sign the firm in liquidation.
BULL, PURDON & Co.
684 Hongkong, 30th April, 1873.

WITH reference to the above notice, the business heretofore carried on by BULL, PURDON & Co. will be conducted by the undersigned, under the style or firm of PURDON & Co.

Mr. HENRY W. DAVIS is authorized to sign the name of the Firm, and will retain the management of the business at Hongkong and Canton.

Mr. JOHN ODELL will continue to conduct the business at Foochow, and is authorized to sign the name of the Firm at that port.
JOHN G. PURDON.
685 Hongkong, 1st May, 1873.

LICK HOUSE,
CORNER MONTGOMERY AND SUTTER STREETS,
SAN FRANCISCO, CALIFORNIA.

THE "LICK" offers unsurpassed accommodation for Tourists, being centrally located, and having horse cars for all parts of the city passing its door. Its rooms and suites are unequalled for comfort, while its Dining Hall is acknowledged to be the most elegant room of its kind in America, or the Continent. Its cuisine is second to no institution of its kind; every luxury of the season, prepared by the ablest of cooks being daily placed on its tables. In fact, the "LICK" offers to the Tourist a home, where every attention is guaranteed for the comfort of its guests that the most careful judgment of experienced men in their several callings, can afford. [3m 553

INSURANCE.

THE Undersigned, as Agents for THE BRITISH AND FOREIGN MARINE INSURANCE COMPANY (LIMITED,) are prepared to issue policies on Tea and Silk, by steamers of the P. & O. Co., Messageries Maritimes, and Ocean Steamship Co., at the following premiums:—

All Risks. F.P.A.

Hongkong to London, Silk, ... 20/. %... —
Tea, ... 30/. %... 20/. %

Subject to a discount of 15 %.

Risks accepted on other first-class steamers and sailing vessels at current rates.

BUTTERFIELD & SWIRE, *Agents.*
1m 856 Hongkong, 30th May, 1873.

INSURANCE.

THE OCEAN STEAMSHIP COMPANY being protected by open Policies of Insurance, is prepared to accept risks on Tea, Silk, and General Merchandise, at the following premiums, payments in case of loss or damage being made with promptitude, and Settlements adjusted according to Lloyd's Rules.

All Risks. F.P.A.

Hongkong to London, Silk, ... 18/. %... —
Tea, ... 27/. %... 18/. %
General Merchandise, — ... 18/. %

Premiums, net cash at the sight exchange of Bank drafts on London.

BUTTERFIELD & SWIRE, *Agents.*
1m 857 Hongkong, 30th May, 1873.

NOTICE.

ROYAL INSURANCE COMPANY.

FROM and after this date, a Discount of 20 per cent. on the current rates of Premia will be allowed to all contributors.
ROBERT S. WALKER & Co., *Agents, Royal Insurance Company.*
tf 1162 Hongkong, 24th June, 1872.

THE QUEEN INSURANCE COMPANY.

CAPITAL,—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, are prepared to grant Policies against Fire, to the extend of £10,000, on Buildings or on Goods stored therein.
NORTON, LYALL & Co.
tf 241 Hongkong, 22nd January, 1870.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

IN conformity with the Special Resolutions adopted and confirmed at the Extraordinary Meetings of Shareholders held on the 23rd March and 13th April, altering Clauses Nos. 103, 104, 105, 107, and 161 of the Articles of Association, (such changes to take effect from 1st January, 1872), the Net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (2/3rds) to all contributors, whether shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (1/3rd) to be carried to the Reserve Fund.

OLYPHANT & Co., *General Agents.*
tf 716 Hongkong, 17th April, 1872.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

IN conformity with the Special Resolutions adopted and confirmed at the Extraordinary Meetings of Shareholders held on the 1st and 15th instants, altering Clauses Nos. 130, 131, 132, and 133 of the Articles of Association, (such changes to take effect from 1st November, 1871), the Net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (2/3rds) to *all contributors*, whether shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (1/3rd) to Shareholders generally, according to the number of shares held by each.

AUGUSTINE HEARD & Co., *General Agents.*
tf 314 Hongkong, 16th February, 1872.

ROBERT GILLISON, MERCHANT, CANTON.

Bankers—HONGKONG AND SHANGHAI BANKING CORPORATION.
London Agents—Messrs. RATHBONE BROTHERS & COMPANY.
4lm 893 Hongkong, 4th June, 1873.

Auctions.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sales Rooms, Queen's Road,

THIS DAY,
the 13th June, 1873, at noon,—

GLASSWARE, TUMBLERS, GOBLETS, DECANTERS, Water BOTTLES, ENGRAVINGS, Wall PAPER, Canvas and Leather Travelling BAGS, ACCORDIANS, PURSES, ENVELOPES, Note PAPER, Account BOOKS, FILTERS, Bread KNIVES, MIRRORS, Toilet GLASSES.

An Invoice of Government Tower MUSKETS and BAYONETS, RIFLES, Cavalry SWORDS, Sea Service CUTLASSES, Gun NIPPLES, Percussion CAPS.

78 Military Brass HELMETS.

Cavalry EQUIPMENTS, Rifle SLINGS, CLASPS and ACCOUTREMENTS, Cartridge BOXES, TOMPIONS, Bullet MOULDS, Screw DRIVERS, Brass BUTTONS, Waist BELTS, Blanket STRAPS.

An Assortment of J. T. Morton's OILMAN'S STORES.

Duff, Gordon & Co.'s SHERRY.
And,
2 Milch GOATS and 2 KIDS.
Also,
25 Tierces Prime American BEEF.
20 Barrels Portland CEMENT.
And,
F 4640 } 1 Case Gold LEDGES, 2,804 feet,
4642 } for Picture Frames.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
934 Hongkong, 12th June, 1873.

PUBLIC AUCTION.

TO be sold by Public Auction on or about the 15th June, 1873,—
The German Barque
"SUWA,"
of 291 tons register,
The property of Messrs. KALTENBACH, ENGLER & Co., in Liquidation.

The vessel was built at Brake in 1853. She carries about 6,300 piculs, and has her full store of provisions on board.

For particulars, apply to
EUG. SANDNER, *Judicial Liquidator.*
1m 815 Saigon, 16th May, 1873.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, (unless previously disposed of by private contract,) on
MONDAY,
the 23rd day of June, 1873, at noon, on board,
For account of whom it may concern,—
The Steamer "*MAUMEE,*"
(late U. S. Steam Gunboat), as she now stands, with her Engines, &c.

For further particulars, apply to the Undersigned.

TERMS OF SALE.—One half of the purchase money to be paid on the fall of the hammer, and the balance on the transfer of the vessel, in Mexican Dollars weighed at 7.1.7.

Expenses of transfer to be paid by the purchaser.

The Vessel to be at purchaser's risk upon the fall of the hammer.

J. M. ARMSTRONG, *Auctioneer.*
824 Hongkong, 26th May, 1873.

NOTICE.

THE Undersigned have received instructions to sell by Public Auction, (unless previously disposed of Private Sale,) on or about the 15th July next, all that Valuable Real ESTATE, belonging to the late Firm of Messrs. BULL, PURDON & Co., comprising:—

Large GODOWNS, with suitable OFFICES, Tea ROOM, Stone TREASURY, Compradore's OFFICE, HOUSE and GARDEN, situated on the Island of Chung Chow, near the small Bridge, and possessing a Water Frontage of about 170 feet.

Also,

The BUNGALOW, situated on the Hill, containing Dining and Drawing ROOMS, 3 Bed ROOMS; with the requisite KITCHENS, Boys' ROOMS, &c., and with Flower and Vegetable GARDENS, Croquet LAWN, &c., &c.

HEDGE & Co., *Auctioneers.*
848 Foochow, 23rd May, 1873.

PUBLIC AUCTION.

LAMMERT, ATKINSON & Co. have received instructions to sell by Public Auction, at a day hereafter to be named.—
The German Brig
"*MADURA,*"
of 257 Tons Register.

The Vessel is Yellow Metal fastened, and sheathed with Yellow Metal.

TERMS:—One-third of the purchase money to be paid upon fall of the hammer, the remainder upon transfer. The Vessel to be at purchaser's risk after being knocked down.
911 Hongkong, 9th June, 1873.

VALUABLE REAL ESTATE FOR SALE.

WILL shortly be offered at Public Auction, (unless previously disposed of by private contract) all that valuable Estate, the property of the Undersigned, situated at Spring Gardens, Hongkong, and known as MARINE LOT No. 43, extending from the *Queen's Road* to the Praya, and measuring on the Praya 85 feet, on Queen's Road 100 feet, on Spring Gardens' Lane 623 feet, and on Marine Lot No. 42, 557 feet; containing in all 55,940 square feet.

The Praya frontage, which is at present unbuilt upon, offers from its large extent good facilities for business purposes, and is one of the few sites left unappropriated in so central a position, having a public wharf opposite, and being within a short distance of the Hongkong Pier and Godown Company's wharf.

In the rear of the premises (standing about 100 feet from the Queen's Road) is a large substantially built 3-storied DWELLING HOUSE, measuring 100 feet by 80 feet, with Garden and Outhouses, the ground floor of the House consisting of large and airy Godowns, Iron-lined Treasury, &c.; on the 2nd story are six large rooms, wine closet, store rooms, and pantry; on the 3rd story, 8 rooms, with bathrooms, &c.; marble tiled verandahs, 13 feet wide, on both upper stories, front and back. The whole so arranged that it can readily be converted into two or three distinct residences, each having a separate means of entrance. There are two distinct rows of outhouses, consisting of servants' rooms, kitchens, and stables. A suite of rooms, suitable for Offices, fronts the Queen's Road, Gas laid on throughout the house, and a fine well of spring water in the court yard. Annual Crown rental of the whole property $986.27.

Also,

Their property at FOOCHOW, consisting of OFFICES, GODOWNS, and DWELLING HOUSE.

The Offices and Godowns are built on the Island of Chungchow, below the bridge, with an extensive river frontage, and are in every respect well situated for business purposes.

The BUNGALOW occupies one of the most desirable sites on the Hill at Nantai, containing Dining Room, Drawing Room, 3 Bedrooms, with Bathrooms, &c., Veranda all round the house. Out Houses attached, and a large Flower and Kitchen Garden.

For further particulars, apply to
BULL, PURDON & Co.
tf 512 Hongkong, 1st April, 1873.

Intimations.

NOTICE.

UNION INSURANCE SOCIETY OF CANTON.

THE present term of the above named Society, 1871-1873, determines on the 31st December next.

A General MEETING of the Shareholders will be held at the Society's Offices on TUESDAY, the 1st July next, at 3 o'clock P.M., for the purpose of electing a Provisional Committee, who shall frame the Articles of Association, allot the Shares, and, generally, make all the arrangements necessary for the renewal of the Society.

Applications for Shares will in the meantime be received at the Society's Office from and after the 15th instant from Shareholders and others desirous of holding Shares in the new Society.

When a sufficient number of applications has been received and the Shares have been allotted by the Provisional Committee, a general meeting of the then Shareholders will be summoned to elect their own Directors, who will also undertake the conduct of the present Society for the purpose of winding up its business.

It is proposed to increase the number of Shares to 500 of $2,500 each, with $500 paid up, instead of 250 Shares of $5,000 each, with $1,000 paid up.

It is likewise proposed to alter the Articles of Association, so as to provide for a continuous re-allotment of the Shares, by a Board of Directors, at the close of each financial year, in order to avoid the great inconvenience attendant upon re-forming the Society at the end of every three years, and likewise to enable the Directors to declare dividends yearly, or as often as the profits of the Society will permit of it.

Forms of Application for Shares, as subjoined, will be obtainable from the Secretary of the Society on and after the 15th instant, and also from the Society's Agents at the various ports.

By order of the Board of Directors,
N. J. EDE, *Secretary.*
Hongkong, 9th June, 1873.

To the Provisional Committee of the UNION INSURANCE SOCIETY OF CANTON.

GENTLEMEN,—

I hereby request that you will allot to ..... Shares in the above Society, and ..... agree to accept such Shares or any less number you may allot to....., and ..... agree to pay the First Call of Five Hundred Dollars per Share, and all subsequent Calls, and to subscribe the Articles of Association when called upon to do so.

Gentlemen,
Your obedient Servant
Name.....
Address.....
1m 910]

In the ESTATE *of* HENRY HAZARD HUDSON, *(Deceased.)*

ALL claims against the above Estate must be presented to the undersigned on or before the 27*th August next*, or they will not be recognised; and all persons indebted to the same are requested to make immediate payment to the undersigned.

T. B. HEDGE,
F. SCHOENKE,
Executors of the above Estate.
tf 891 Foochow, 27th May, 1873.

HONGKONG AND CHINA GAS COMPANY, LIMITED.

COAL TAR.

TENDERS are invited for the purchase of the Surplus Tar made at these works during a period of one or two years.

The annual production is about 20,000 gallons.

Tenders should be sent in on or before the 28th inst.

Particulars can be ascertained on application to the undersigned.

A. NEWTON, *Manager.*
25d 889 Hongkong, 4th June, 1873.

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE Transfer Books of the Company will be CLOSED from the 16th instant to the 30th instant, both days inclusive.

JAS. B. COUGHTRIE, *Secretary.*
1m 874 Hongkong, 2nd June, 1873.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

NOTICE.

THE Transfer Books of this Company will be CLOSED from the 16th to the 30th June proximo, both days inclusive.

By order,
AUGUSTINE HEARD & Co., *Secretaries.*
1m 875 Hongkong, 31st May, 1873.

VARNUM D. COLLINS, *DENTIST.*
No. 7, ARBUTHNOT ROAD, HONGKONG.
tf 293 Hongkong, 20th February, 1873.

TOWING.

THE Steam-tug "*SEA GULL,*" 35 Horse-power nominal, is prepared to tow vessels at moderate rates.

Apply to
LANE, CRAWFORD & Co.,
OR,
THE CAPTAIN ON BOARD.
tf 664 Hongkong, 29th April, 1873.

IMPERIAL FIRE INSURANCE COMPANY.

FROM this date until further notice, a *Return* of Twenty per cent. (20%) will be made, on the Premium charged on all Insurances effected with this Office; such Return being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co., *Agents, Imperial Fire Insurance Company.*
tf 1159 Hongkong, 24th June, 1872.

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	⅛ of the annual rate.
Not exceeding 1 month	¼ of the annual rate.
Above 1 month, and not exceeding.....	⅓ " ½ do. do.
Above 3 months and not exceeding.....	⅔ " ¾ do. do.
Above 6 months the full annual rate.	

GIBB, LIVINGSTON & Co., *Agents, Imperial Fire Insurance Company.*
tf 675 Hongkong, 13th August, 1869.

QUEEN INSURANCE COMPANY.

FROM and after this date, and until further notice, a Discount of Twenty per cent. (20%) upon current local rates of Premia, will be returned on Insurances against fire, effected with this Office.

NORTON, LYALL & Co., *Agents.*
tf 1174 25th June, 1872.

OCEAN MARINE INSURANCE COMPANY, LONDON.

INCORPORATED 1859.

CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.

AUGUSTINE HEARD & Co.
tf 1351 Hongkong, 7th June, 1867.

Intimations.

THE HONGKONG PIER AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS

THE Second Ordinary MEETING of Shareholders in the Company will be held at the Head Office, 44, Queen's Road Central, at 3 o'clock in the afternoon TO-MORROW, the 14th June, for the purpose of receiving a Statement of Accounts to the 31st May, 1873, and the Report of the Directors, and for the election of Directors and Auditors.

The Transfer Books of the Company will be CLOSED from the 1st to the 14th June, both days inclusive.

By order,
MICHAEL MOSS, *Secretary.*
tf 648 Hongkong, 25th April, 1873.

SEALED TENDERS will be received by the undersigned until noon of FRIDAY, the 20th instant, for the reconstruction of a storehouse at H. M.'s Naval Yard, Hongkong.

Tenders to be addressed to the Naval Storekeeper, and endorsed "Tender of Buildings."

Plans and specifications can be seen, and further information obtained, on application.

J. BREMNER, *Naval Storekeeper.*
Naval Yard,
Hongkong 10th June, 1873. [11d 925

RUSSIAN CIGARETTES.
Reading LAMPS.
Croquet SETS.
CAFETIERES.
FILTERS.
PERAMBULATORS.
American OIL CLOTH.
Coir MATS.
WHIPS.
American Gold PENS.
Office CHAIRS.
BASS, in Kilderkins.
Paper BASKETS.
Ice CHESTS.
SYRUPS, for Summer Beverages.
VALISES.
Kerosine CHANDELIERS.
Draught BASS.
Chubb's SAFES and LOCKS.
Galle SAUCE.
Charcoal BOX-IRONS.
Dog COLLARS and CHAINS.
SPONGES.
Playing CARDS.
English FURNITURE.
Tea Tasters' CUPS.
Tea Tasters' SCALES and Time GLASSES.
Breakfast CLARET.
SAUTERNE.
BASS, in Barrels.
Unsweetened GIN.
BRANDY, 60 years old.
Fockink's GIN.
Goulet's CHAMPAGNE.
NOVELS.
WORKS of REFERENCE.
Copying PRESSES.
Champagne TAPS.

LANE, CRAWFORD & Co.
7d 928 Hongkong, 11th June, 1873.

HONGKONG AND CHINA GAS COMPANY, LIMITED.

NOTICE.

THE Transfer Books of the Company will be CLOSED from the 21st instant to 5th proximo, both days included.

A. NEWTON, *Manager.*
24d 933 Hongkong, 12th June, 1873.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Sole Agent on the Pacific Coast for: Winchester Repeating Arms and Ammunition, Du Pont's Blasting and Sporting Powder. Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 72] May 8

BONNETT & Co.,

ARE now SELLING OFF from this date at

ENGLISH PRICES,

the whole of their STOCK, consisting of SILK MERCERY, MILLINERY, DRAPERY, HOSIERY, STATIONERY, PERFUMERY, SADDLERY, TOYS, UMBRELLAS, and a variety of other GOODS.

1m 820 Hongkong, 25th April, 1873.

WANTED.

SIX INTERPRETERS, who possess the Mandarin Dialect perfectly.

One SHORT HAND WRITER, and One TRANSLATOR, capable to translate English into Chinese. Terms liberal.

Applications to be made not later than the 15th of June, 1873, in writing, accompanied by references, to A. B. C., care of *Daily Press* Office.
tf 776 Hongkong, 20th May, 1873.

S. S. *MEI-KONG.*

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo per S.S. *EUPHATE*, from London, in connection with the above steamer, are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Hongkong Pier and Godown Company, whence delivery may be obtained fro. THURSDAY, at noon.

OPTIONAL CARGO will be forwarded to its destination, unless intimation is received from the Consignees before 4 P.M. THIS AFTERNOON.

Bills of Lading will be countersigned by the undersigned.

Goods remaining unclaimed after MONDAY, the 9th inst., at noon, will be subject to rent and landing charges.

C. BERTRAND, *Principal Agent.*
896 Hongkong, 3rd June, 1873.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery; this Cargo has been landed and stored at their risk and expense.

No fire insurance has been effected.

C. BERTRAND, *Principal Agent.*

Ex S. S. "Ava," 10th April, 1872.
GE&C or TFE 1 and 2, 2 cases Merchandise.
Ex "Tigre," 29th March, 1873.
No mark ... ... 1 case.
Ex "Hoogly," 13th March, 1873.
No mark ... ... 1 basket Iron Chain.
Ex "Pei-ho," 18th May, 1873.
Nicaise ... ... 1 case Effects.
RS&Co.... ... ... 1 parcel Samples.
Ex "Ava," from Shanghai.
O in diamond ... ... 11 bales Cotton.
Ex "Nil," 29th May, 1873.
AF... ... ...131 bags Raisins.
Ex "Irawaddy," 29th May, 1873.
PHF ... ... 7 bales Vermicelli.
Hongkong, 3rd June, 1873.

Intimations.

LEWIS'S DRAMATIC COMPANY,
(DIRECTRESS—MRS. G. B. W. LEWIS,)
WILL PERFORM AT THE
CITY HALL,
TOMORROW (SATURDAY) EVENING,
14th June, 1873.

LAST NIGHT AND FAREWELL PERFORMANCE
FOR THE
BENEFIT
OF
MRS. G. B. W. LEWIS,
Under the distinguished patronage of
LADY KENNEDY
AND THE
LADIES OF HONGKONG.

Upon this occasion will be produced Dion Boucicault's brilliant Comedy, in three Acts, entitled

"LONDON ASSURANCE!"

Lady Gay Spanker	Mrs. G. B. W. LEWIS.
Grace Harkaway	Miss JENNIE NYE.
Sir Harcourt Courtly	Mr. GEO. ANDERSON.
Max Harkaway	Mr. ANDREWS.
Charles Courtly	Mr. G. H. LEONARD.
Dolly Spanker (a member of the H. K. A. D. C., who has kindly given his services upon this occasion)	Mr. A. SIWEL.
Dazzel	Mr. C. HERBERTE.
Meddle	Mr. J. R. TAYLOR.
Cool (upon this occasion)	Mr. WATSON.
Pert	Miss EMMA ROGERS.
Jane	Mr. CARRIE MAY.

By kind permission of Colonel SMITH, the band of the 80th Regiment will be in attendance, and will lay several selections during the evening.

Carriages and chairs may be ordered at Eleven o'clock.

PRICES OF ADMISSION.

Private Boxes	$18.00
Gallery & First-class Parquette Seats	3.00
Second-class ditto	2.00

Doors open at half-past eight; Performance to commence at 9.

Tickets may be had, and places secured, at Messrs. LANE, CRAWFORD & Co.'s, for cash.
935 Hongkong, 12th June, 1873.

FOR SHANGHAI *(Direct.)*

THE British Steamer
"RIGA,"
Capt. Drysdale, will be despatched for the above port on SUNDAY next, the 15th instant, at daylight.

For Freight or Passage, apply to
GILMAN & Co., *Agents.*
3d

"THE CHRONICLE AND DIRECTORY"

For 1873.

NOW READY.

THIS Work, now in the ELEVENTH year of its existence, is ready for delivery.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1873" has been further augmented by a

CHROMO-LITHOGRAPH OF THE FOREIGN SETTLEMENTS OF SHANGHAI,

In addition to a Chromo-Lithograph Plate of the

NEW CODE OF SIGNALS IN USE AT THE PEAK;

also of

THE VARIOUS HOUSE FLAGS

(Designed expressly for this Work)

MAPS OF HONGKONG, JAPAN, and of the THE COAST OF CHINA;

besides other local information and statistics corrected to date of publication, tending to make this work in every way suitable for Public, Mercantile, and General Offices.

The Directory is published in Two Forms, Complete at $5; or with the Lists of Residents, Port Directories, MAPS, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, or to the following Agents:—

Macao .....Messrs. J. P. DA SILVA & Co.
Swatow..... " QUELCH and CAMPBELL.
Amoy..... " WILSON, NICHOLLS & Co.
Formosa..... " WILSON, NICHOLLS & Co.
Foochow..... " HEDGE & Co.
Ningpo..... " KELLY & Co., Shanghai.
Shanghai..... " HALL & HOLTZ.
" ..... " KELLY & Co.
Hankow and River Ports. } " HALL & HOLTZ and KELLY & Co., Shanghai.
Nagasaki.....THE C. & J. TRADING CO.
Hiogo, Osaka...THE C. & J. TRADING CO.
Yokohama.....Messrs. LANE, CRAWFORD & Co.
" .....Mr. E. J. MOSS, *Japan Gazette* Office.
Manila.....Messrs. J. DE LOYZAGA & Co.
Saigon..... " M. RIBEIRO & Co.
Singapore.....*Straits Times* Office.
Calcutta.....*Englishman* Office.
London.....Mr. F. ALGAR, Clement's Lane.
" ..... " GEO. STREET, 30, Cornhill.
" .....Messrs. TRÜBNER & Co.
" ..... " BATES, HENDY & Co.
San Francisco, Mr. L. P. FISHER, 21, Merchants' Exchange.
New York.....Messrs. S. M. PETTENGILL & Co. 37, Park-Row.

The Daily Press.

HONGKONG, JUNE 13TH, 1873.

THE memorial which was presented by the Chinese Communities in the Straits Settlements to H. E. Governor ORD, on the eve of his departure, is well worthy of attention. It is a document having a singular significance as coming from a large number of well-informed Chinese, and containing the very arguments which have been so long advanced in favour of Great Britain taking steps to secure progress for her trade in China, and which have been so long and persistently ignored, or opposed, not only by the Chinese, but a large and by no means unintellectual class at home. The Chinese residents in the Straits Settlements desire to impress upon Governor ORD that trade with badly governed and semi-barbarous countries without protection is an impossibility, and that vast opportunities must be lost for commerce between the Straits Settlements and the neighbouring places, if the British Government continue to withhold all protection to the natives who are engaged in the traffic. The memorialists ask for no special monopolies or privileges. All they desire is, that the privileges of being British subjects may be upheld, and that due protection shall be afforded to them. They say that in many of the Malay States the Rajah is so weak as to be unable to command respect from his subjects, and that these countries must fall into chronic anarchy, except Great Britain use her influence to maintain order. It is very noticeable that the Chinese traders in the Straits recognise that the adoption of a firm policy by Great Britain would be to the benefit of the surrounding Malay States themselves—a view which the Chinese Government have never been willing to admit with respect to the introduction of foreign improvements into this country.

Such is the general drift of this document, which is certainly very remarkable as coming from a body of Chinese, and shows what great and unexpected changes time and circumstances will work. It also is somewhat humiliating as showing the degree to which Great Britain has abandoned her former policy, and the vast injury which has been inflicted upon large portions of her subjects by so doing. "In former times, too," say the Chinese memorialists, "the Governors of these Settlements were as Fathers, and the Rajahs of each Malay State as their Children; the Children followed their Father's examples, but we do not hear now of this state of affairs existing. If any British subject (or wealthy merchant dwelling under, and obeying British law) should now in carrying on commercial relations with the Chief of a State be injured, deceived, or plundered by such Chief, or by one of the smallest of his headmen, he can get no redress. Although a British subject, or obeying British laws, dwelling in these Settlements and contributing his share to their Revenue, if this man complain to the Government, trusting to get redress for his injury from the Malay Rajah or headman, the Government will not interfere, but will tell him: 'You went to that country expecting to obtain large profits, therefore you must expect great trouble and risk.' If he should afterwards apply to the Rajah or petty Chief of the State where he has been plundered or injured, and talk of redress, this Rajah or Petty Chief, (knowing that Great Britain does not now protect or foster her lawfully trading subjects), treats the affair as of no consequence, and throws the complaint aside as unworthy of his attention." It would perhaps be impossible to epitomise more forcibly the complaints which have been repeatedly made by British subjects regarding the want of protection from which their trade and interests have suffered of late years in China. It is true China cannot be classed as a barbarous country, but the Government is so weak in many parts of the Empire that the results produced are the same as if the country were absolutely uncivilised. In cases of any difficulty arising, exactly the same answer is given as is complained of by the Chinese in the Straits Settlements. British subjects in China are looked upon at home as an unnecessary trouble and annoyance, and no pains whatever are taken to further their interests, or to protect their rights, although they also contribute largely by the taxes levied on their trade to the revenue of the country. It would be fortunate if the Home Government could see as clearly what they are losing by this policy as the memorialists at Singapore; but it is to be feared that they will scarcely be awakened by this new appeal, after having turned a deaf ear to so many, which have gone before.

We are informed that the band of the 80th Regiment will play at the City Hall Theatre to-morrow night, at Mrs. Lewis' Benefit.

Four long sentenced prisoners were flogged yesterday at the public whipping post, the first to receive punishment being the notorious Leong-yee, who was recently sentenced to receive three doses of 30 lashes, for attempting to escape and shooting the guard.

An inquest was held yesterday afternoon before A. Lister, Esq., coroner, and a jury consisting of Messrs. C. Krebs, F. J. V. Jorge and O. Benecke, on the body of a Chinaman whose name was unknown, who was found in a dying state near Mount Davis, on the Pok-fo-lum-road, and conveyed to the Civil Hospital, where he expired shortly after admission. The medical testimony showed that he had died from the effects of opium, and the Jury returned a verdict of *felo de se*.

An inquest was to have been held yesterday on the body of a man named Mat-a-yew, who was pitched out of his boat, together with three others, while going astern of the Danish brig *Jylland*, being towed by the *Fame* into Kowloon Dock. His three companions were saved, but he sank and was drowned. The accident was, it appears, attributable to deceased's bad steering. The Coroner said that as the body had been buried the inquest must be adjourned. He was loath on sanitary grounds to have bodies exhumed, and before proceeding further in the matter would refer to H.E. the Governor.

We learn from a reliable source the particulars of a collision of a serious nature, that occurred in the harbour between the steamer *Glendarroch* and the French barque *Parame*. It took place a little before 6 p.m. on the 11th instant, when the *Glendarroch* was steaming out of harbour, and fouled the French barque, which was at anchor, forward on the port side, injuring the hull and carrying off the entire bowsprit and part of the bows, together with all the forward rigging, some of the spars falling into the *Glendarroch*, and, to judge from the cries which were heard, apparently severely injuring some on board. The steamer, notwithstanding this, continued her course. We understand the matter will be the subject of official investigation shortly.

Yesterday, a serious riot occurred in the Central-market. Some hundreds of fishermen and fishmongers turned out with choppers, cleavers, bamboos, stones, and oysters shells, and took charge of the market, beating and hacking at every one they came against. Another gang of some hundreds or so of the coolie and cargo boatmen class also armed themselves against these, when a desperate battle ensued. Five were severely wounded and hacked about, and were sent to the Tung-wa Hospital. Some of them it is thought may not live the night out. Two Europeans were also very nearly murdered at the scene, being in the market at the time. A strong body of police turned out, and twenty-two of the assailants were apprehended. The riot appears to have originated in the fishermen coming in with their boats, and cutting away the cargo boats' ropes so as to prevent the coolies who were discharging them into Messrs. Arnhold, Karberg & Co.'s godowns, and the coolies not liking their work interrupted, and the cargo boat people refusing to allow the fishermen to bring their fish across the cargo, the fishermen and fishmongers turned out, and took the law into their own hands, when the other side also armed themselves.

LATE TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

LONDON, 9th June, 1873.

The Alexandra Palace, at Muswell Hill, has been completely destroyed by fire, in two hours.

Earl Russell has introduced a Bill for the better Government of Ireland.

SPAIN.

The Spanish Cortes has re-elected the old ministry.

Hongkong, 11th June, 1873.

THE HONGKONG PIER AND GODOWN COMPANY, LIMITED.

Report of directors, to be submitted to the second general meeting of shareholders, to be held at the Company's head office, No. 44, Queen's-road Central, on Saturday, the 14th day of June, 1873.

The construction of the Pier and Godowns being completed, so far as is at present intended, the directors now beg to submit a Financial Statement, shewing the entire outlay, and the expenses attendant upon the working of the Pier, from the 1st October, 1872, up to the 31st May, 1873.

It was considered advisable to open the Pier and Godowns for business in October last, being some time before their actual completion, and the shareholders will perceive by reference to the following table that the Company's business has gradually and steadily increased, from month to month, since:—

[A table here follows detailing the vessels which have used the wharf.]

The Pier and Godowns are now entirely completed and in working order, and the directors hope that from the thorough and substantial manner in which the Godowns are built, few, if any, repairs will be necessary for some years.

Great care has been bestowed upon the construction of the Pier, and there is every reason to believe that no injury will occur from a Typhoon. Some of the Piles have been driven upwards of a year and a half, and as far as can be ascertained by the most careful examination, they have entirely resisted the attack of the sea-worm.

Owing to the large number of shares unissued, your directors were compelled, in accordance with Article 77, Clause 3, to raise funds on mortgage, in order to complete the construction, the interest on which forms a heavy addition, for the present, to the Company's liabilities, but now that the Pier is in full working order, it is confidently hoped that the incomings will continue to increase.

Although the working accounts so far show a loss,—(the gross earnings of the Pier and Godowns having amounted to $13,221 58, and, as will be seen from profit and loss account, the loss on their working to $5,558.48),—the shareholders must bear in mind that the project is in its infancy, and, as instanced by similar undertakings at Singapore, Shanghai, and elsewhere, success can only be gradual, as the public become accustomed to a new system, and begin to appreciate the advantages it affords.

The expenses so far have been heavy, but now that construction is completed, the directors intend to make considerable reduction in the monthly outlay, and with an increasing business it is to be hoped that the undertaking will eventually bring in a fair return to the shareholders, and at the same time prove to be of that advantage to the trade of this Colony that its projectors anticipated.

DIRECTORS.

In accordance with Article 54, two Directors, viz.: Messrs. H. Lowcock and C. Bertrand, retire from office, but are eligible for re-election, and offer themselves accordingly.

AUDITORS.

The accounts now presented have been audited by Messrs. F. W. Mitchell and A. Coxon, who, in accordance with Article 99, now retire from office, but are also eligible for re-election.

H. B. LEMANN,
Chairman.

SUPREME COURT.

June 12th.

BEFORE HON. CHIEF JUSTICE SMALE And a common jury, consisting of Messrs. Geo. McBain, Geo MacLeod, A. Millar, V. A. Plassy, L. Mendel, H. M. Lombke, and W. H. Notley.

The Attorney General, instructed by Messrs. Caldwell and Brereton, for the plaintiff; Mr. Hayllar, instructed by Messrs. Sharp and Toller, for the defendant.

LEONG-A-HANG v. GRANVILLE SHARP.

The Attorney-General stated the case for the plaintiff as follows:—

The plaintiff, Leong-a-hang, a shipowner, carrying on business in the E-Yuen shop, brought an action of illegal distress for goods which were wrongfully seized, and sold for a very small sum. The circumstances were that in 1872 plaintiff got an order from Mr. Barnes to build a schooner for the sum of $1,800, and obtained leave from Captain McMurdo to build it on a piece of waste property; the rent for the land to be $.0 a month; and he paid the rent for the first month, intending to continue doing so. The second month defendant came and said he had bought the land, and would not allow plaintiff to continue on it for less than $15. The defendant took no steps to secure ejectment, but waited till the schooner was nearly finished, and then pounced down on the vessel and everything else, and sold them by auction. The defendant had before this successively claimed $25, and subsequently $50 a month, receiving a refusal from plaintiff each time. Finally, he sent a claim for no less than $620, and to secure peace, the plaintiff, after consulting a lawyer, offered to pay $180. The sale took place near the Gas-works, a bad place for selling, and although the boat was, in the opinion of competent witnesses, worth $1,400, she sold for the sum of $350, and a long boat sold for $3, a gig $1.50—such being the kind of sacrifice made. The plaintiff took an inventory of the things, and it appeared that the implements, &c., were worth $600 alone. The plaintiff's case was that there was no relation of landlord and tenant, and consequently defendant's claim was for use and occupation; but he was not justified in pouncing down on the property in the way he did. The learned Attorney then detailed the various counts, which set forth the usual pleas of excessive distraint, &c., and also that plaintiff was not a tenant—maintaining that on the latter an action of trespass would lie according to the statute. It would be for the jury to say what would be a fair compensation, if it appeared there had been an illegal distress.

Evidence was then taken for the plaintiff.

Captain McMurdo, Marine Surveyor to the Government, testified that the agreement to use the land at West Point was made between himself and the plaintiff in January, 1872, and was to the effect that plaintiff should have the use of it during the time required to build the boat, on paying the Government ground rent. [A receipt for $10 by Mr. da Costa, plaintiff's agent, was put in.] Witness could not say positively whether it was the receipt for the Crown rent; but it appeared that the Counsel for plaintiff was instructed that it was.

On cross-examination by Mr. Hayllar, witness read a letter in which he acknowledged that the agreement with the Chinaman was that the Chinaman was to pay $10 a month during the building of the boat, which the plaintiff anticipated would take between two and three months. From another note it appeared that the date of the agreement with plaintiff was the 19th December, 1871. He had received letters from the defendant asking him to make a survey of the boat. He had not; however, made any appraisement, though he had frequently seen the boat. He had had conversations with the plaintiff, but did not admit that they were with reference to the value of the boat. He had never been on board of her, and could not state her value. He did not recollect telling defendant that the boat was worth so much firewood. [Witness is shown two pieces of wood.] He thought they looked like Manila wood, but could not be positive. It seemed in very good condition. One piece was a little "shaken."

Mr. Hayllar.—Shaken! Now is it not rotten throughout?

Witness looked again at it carefully, and said he thought it shaken. It was not valueless, but that particular piece was such that he would not build a boat with it. He would not allow a piece like that to be put in. It was just possible it was better inside. Cannot state whether that is Japanese oak. Japanese oak is not generally approved of. Does not recollect walking down towards the Sailors' Home, and telling Mr. Sharp the boat was not worth more than $200 to $300. He always avoided conversations on the subject with Mr. Sharp.

Re-examined.—The injury in the wood might result from its being placed in an exposed situation; but first class wood would not become so injured.

To the Court, witness said he would swear that to the best of his recollection he did not say that the boat was worth so much firewood.

Mr. Risch, shipbuilder. Surveyed the schooner at the request of Frickel & Co., when she was on the stocks at West Point. This was on the 24th March. She did not bear evidence of being recently altered. He valued her at $1,100, as she stood.

In reply to Mr. Hayllar, witness stated she was not coppered. He examined the timbers minutely. It was difficulty to say what wood they were; probably Japanese oak. They were all sound. He recommended a great many alterations.

Mr. Duncan, shipbuilder, acting secretary of the Hongkong Dock Company, had seen the boat some forty times. Had not examined her critically, but for curiosity had done so several times. He thought the boat worth $1,150 to $1,200,—about a fortnight previous to the launching of her. She was not then coppered—only the clean wood. Such a schooner fully constructed would be worth $3,500 to $3,700.

In cross-examination, witness stated the work on the boat appeared to be standing still several months. This would depreciate her a little, but she was well protected. The two square pieces of timber in Court were either Japanese oak or very like it. The wood was very indifferent at present. A boat built of timber such as that would be worthless to build. Japanese timber is good for shipbuilding if not destroyed before it is used, by being exposed to wind and weather. The effect of this is to split it all up, and makes it very soon take dry rot. The dry rot takes the wood all through, beginning at the heart. He would judge the specimens had been exposed five or six years to the wind and weather.

Re-examined.—If the boat had dry rot in it, he would have discovered it at once, but it was sound as far as he could see.

To the Court.—He examined the boat from a stage looking over the gunwale, but did not go inside.

Mr. Ward, resident carpenter to the P. & O. Co. went to inspect the vessel to ascertain whether she would do for a coal hulk. He had not examined her minutely, as she was too small for their purpose. She was regularly built and blackened over, so that he could not see the wood. He thought her worth about $1,400 as she was. Had she been 30 tons larger, would have recommended the Company to pay $2,000. The wood was of a low class.

To Mr. Hayllar.—If the timber was full of dry rot she would only be fit for the Harbour. If she had been, nobody would have bought her if he could do without her. He thought she was blackened up to preserve it. It would not be possible to detect dry rot without examining it. (A piece of wood was here put into witness's hand). It seemed like the piece he gave to, Mr. Sharp. The P. & O. had bought a log from Ahang. It was bought as sound wood, and so paid for. It was sound with the exception of within 8 or 10 ft. of the end, and on one side. It was used for the purpose he bought it. He had told defendant the wood was in part unsound, and given him the piece in Court.

A. F. Smith, partner in Frickel & Co.'s, testified that they bought the schooner when sold at auction by Mr. Armstrong. She was not inspected professionally before the auction, but witness did not go himself. He paid $350 for her. Mr. Risch inspected her immediately after, and in consequence of his advice had her finished. The completion of her cost about $1,500, to complete her without capstan or sails. She is in their possession now. Can't speak as to the wood, as he is not an expert.

Cross-examined.—We only use her for harbour purposes. Does not remember whether she was offered to the next bidder after the auction. The carpenter's work came to $976. Inclusive of the $350, she has cost about $3,000.

Leong-a-hang, the plaintiff, then went into the box. He said the terms on which he took the land from Capt. McMurdo were a monthly rental of $10 as long as it would take to build the schooner; and to Mr. Sharp coming to him and asking for $15 a month rental; and his replying that he had arranged for $10 a month with Capt. McMurdo. He also detailed the other visits, when $25, and subsequently $50, a month were demanded. He stated that nothing was ever said to him about vacating the premises. Exclusive of labour, he had spent $1,900 on the junk. The long boat was worth $80. It was built for a captain, but he would not take delivery. The gigs were worth $25 and $35 respectively. There were 555 feet of hardwood, the value of which was 75 cents per foot; 26 pieces of Camphor wood planks at $1.20 per piece, &c. The contract to build the schooner was for $1,800. The value of all the articles, irrespective of the schooner, was about $560. [Witness was here asked to look at the wood.] He said it was only good for firewood; but the schooner was not built with wood like that. It consisted chiefly of Singapore hard wood and China camphor wood. The wood was good, sound wood.

Cross-examined.—The piece of ground ran alongside his own. He had not made use of it without paying rent, or before making this agreement. He had not rented it from Mr. W. H. Davis at $50, or from any one. He had not begun to build the schooner before he obtained permission from Mr. McMurdo. [The agreement bearing date on stamp of 22nd November, was here shown witness.] He said it was over a month before he began to build it after he made the agreement. He first intended to build on his own ground, but finding some difficulty about launching, he determined to ask Captain McMurdo. [A plan was shown to witness, according to which it was impossible to launch from his ground.]

Mr. Hayllar proposed to put in evidence an award by Mr. Jack, with reference to the contract between Barnes and the plaintiff. The award was read, subject, however, to an objection by the Attorney-General, which was noted. It set forth that the work was inferior, and would not be passed by a European shipwright; that the material was subject to dry rot throughout. The awarder considered that on the one hand the contract had been broken by the first instalment not being paid by Mr. Barnes, and on the other it was broken through the bad workmanship and material. Witness said it would take five months to complete the boat. He denied receiving any notice to quit the land on the 4th March from a man named Akai, and he also denied receiving verbal notice from Mr. Sharp to quit on 18th January. On the contrary, Mr. Sharp asked him to get another tenant to occupy the ground.

In reply to the Attorney-General, witness said he had refused $1,000 for the boat. He asked $1,600.

Mr. T. Algar, house agent, &c., was called, and stated he distrained on plaintiff's premises in consequence of instructions from defendant. He seized a yacht, several small boats, &c. His instructions were to take everything on the ground.

To Mr. Hayllar.—At the time of the distraint there was a kind of trench, suitable for launching a vessel of this kind.

Mr. Hayllar, for the defendant, laid the case before the Jury, saying it had two aspects—the one legal, and the other sentimental and abusive. His friend said that Mr. Sharp laid by and waited for the completion of this valuable boat, and pounced down upon it. This charge was quite unjustifiable, and it was not at all likely that any one would hold back his claim in any such manner. The evidence of the plaintiff himself would show that ample notice had been given. The fact was, Ahang had for years been using the ground which was adjacent to his own, and it would be shown that the boat was in course of construction when the agreement for the land was made with Captain McMurdo. Mr. Sharp having purchased the land, went down the same day, saw the boat, and gave the man notice to quit on the 18th February. He had notice to quit, and if he had been really going on with the boat would have had ample time to finish it. Almost from January to the time the boat was sold, it was being left there untouched, and was rotting. By reference to Mr. Jack's report, it was clearly pointed out that the boat had dry rot throughout. It would be shown that this award was supported by ample testimony, and that there was no doubt the plaintiff was trying to push off a defective boat on Mr. Barnes. Mr. Sharp finding the man squatting on his property, at once gave him ample notice to quit on the 10th February, and afterwards the plaintiff had notice that as he had not left, if he liked to pay $20, he could stop as his tenant, but if not he would have to pay $50 a month. An English notice was also sent at the same time to the same effect. As to why Mr. Sharp did not issue a writ of ejectment, Mr. Hayllar said there was the man's boat, and it was only reasonable to let him have time to do so; but Chinamen like, plaintiff does nothing, and only months after wishes to come to terms, namely, after the award by Mr. Barnes on the 22nd July, 1872. In August only he thought to do something, instead of frankly offering the $10 as he could have done before; and after all that he must be taken to have consented to the $50 a month. There was no pretence that he was to have it at $10 a month, as was tendered by the plaintiff. The arrangement with Mr. McMurdo was nothing to Mr. Sharp, and it was understood that it should only last about three months. Mr. Hayllar contended that the utmost that they could be called upon to pay on the schooner was the contract price, and it appeared that only about $800 of work had been done on her, the decking not being completed; and he laid stress on Mr. Jack's statement in the award, that the vessel had "dry rot throughout." She could after that only be used as a harbour-going vessel; and she was only valuable at all if someone were willing to spend a large amount of money to make her fit for anything. Under these circumstances, pressure being put month after month on plaintiff, it would be shown that in January, this year, the man promised to pay $300 down to settle the question. This was because he was going to launch the vessel. He broke his promise, brought nothing, the $300 did not come, and Mr. Sharp finding that a way has being made to launch the vessel, put in a distress. He had tried to make an amicable settlement through Mr. D. R. Caldwell, when the man said he had no money, and Mr. Sharp's only course was to sell it, and on this the plaintiff put in his distress, as if he did not take the boat he would before long have nothing to take. Looking at the plain unvarnished facts, it seemed that the plaintiff did not deserve any of the sympathy which his learned friend's able speech might evoke for him. Everything had been done that was possible to settle the matter, but the plain facts were that the man had an idea that he had a kind of vested interest in the land adjacent his own, and being very vexed at being stopped in this, coupled with his loss on the boat, he brought this action against Mr. Sharp. The learned gentleman then proceeded to review the declaration in detail. Respecting the plea of excessive distraint, he urged that there was, besides the schooner, nothing but rotting boats on the land, and the tools, which were a few old things not being used at the time. The measure of damage in case of distraint without appraisement, is the real value of the goods minus the rent. In this case there was actually no damage, as the rent due was very much in excess of the value of the goods. A technical error had been committed in the sale of the goods without appraisement, but the matter came back to the same thing, from the fact that the rent due was more than the value of the property.

Mr. Hayllar then called

Mr. J. MacDonald, shipwright, who testified that the schooner was being made of Japan oak, which was not a desirable kind. The boat must have been over a year in construction in an ordinary way it might be done in three months.—Did not see any men working from a little before Mr. Jack's survey until she was launched. The boats in the yard were not worth very much. He would not himself like to give $3 for the long boat. There might be $3 worth of firewood. The gigs went for all they were worth, and he would not have bought the logs at the price given, namely, $10.80. The only oak there was Japan oak, for which he would give nothing, except for firewood. The wood in Court was Japan oak, and was similar to what was in the yard. Thought $350 for the schooner was about as much as she was worth. He would not have given $350 unless he wanted her for a special purpose. He had not offered $1000 for the boat, as stated by Ahang. Ahang wanted him to buy her when completed for that sum. Saw a trench dug for launching the boat.

Cross-examined.—He would have paid $1,000 for her for a purpose. She would be serviceable for a season. To give $1,000 he would have to require her very much. He did not think there was much exaggeration in saying she was thoroughly rotten.

Alex. Maconachie, manager of Frickel & Co., stated he offered to resell the boat to Mr. Mallory, manager of Messrs. Burrowes, for the same sum at which they purchased it, namely $350. This was on the day following. The offer was refused.

Mr. D. R. Caldwell then testified as to his having endeavoured to settle the matter.

The case was then adjourned to this day, at 10 a.m.

POLICE INTELLIGENCE.

June 12th.

BEFORE F. W. MITCHELL, ESQ.

REFUSAL OF DUTY.

Mr. Lewis, of the Dramatic Troupe, charged Mr. Gillet, belonging to the Troupe, with insubordination and refusal of duty, in that he refused to obey the lawful orders of his wife, and wilfully neglected to act at the performances at the City Hall, and also with preventing others under him from so doing.

Complainant said that his wife asked to have the piano removed on to the stage, and the defendant would neither do it himself nor let others do it, but called them away from the stage, so that the piano should not be removed. The performance at the time was going on, and when the first act was over and necessitated the curtain to be dropped, neither the defendant nor any of his men were to be found, and one of the performers had to leave the stage and drop the curtain. Defendant had joined him at Calcutta, and had behaved himself tolerably well, though he was there compelled once to take him before the magistrate. Defendant, moreover, had locked up all the tools, both his own and those belonging to the company. He would not say that defendant was drunk, but observed that he had been drinking. He paid him £3 per week, and found him in board and lodging. He had only three days in a week to perform, and the rest he was at liberty to do as he liked with; on those days he had no objection to his making use of drink as freely as he liked, but when duty was required of him, he wanted him to be there to do it. Defendant had a way, when he refused duty, to drag others away from it also, and if he did not intend to do duty better than he had been doing, it was no use for him to keep him on, to be paying for a man he could not trust to.

Defendant said he was a mechanist, and such he agreed to be when he entered into the service of complainant, and to remove cups and saucers, or pianos, was none of his work. To drop the curtains and remove scenery was his work, and of those under him, and when it was to be done, he was the person who should have been spoken to first, and not those under him. Complainant had ordered him off the stage.

Defendant, after a few remarks from the bench on his conduct, was fined in the sum of £1.

POOR RECOMPENSE.

A seaman named Francis Hayes was charged by an inmate of brothel No. 170, with coming to her room, and while in a drunken state getting up and attempting to break her dressing case and everything in her room, and in succeeding in breaking up an umbrella, in a way that it could not be repaired

Defendant said he was drunk, and some person threw the umbrella on to him, he thereon got up and smashed it.

Defendant was fined $1, and was ordered to make amends, $1.50, to complainant, for the total destruction of her $3 umbrella.

SUSPICIOUS.

Wong-a-hing, a man recognised as having been in gaol before for six months, for attempting to decoy a woman away, was arrested in Square-street, Taipingshan, by Chinese constable No. 170, sauntering about at a very late hour of the night, without pass or light.

Defendant said he was employed by a sapanwood shop at West Point, and left home for the purpose of paying a debt. He had paid the money, and having been detained longer than he thought, he was arrested whilst on his way home again. He admitted he had been in gaol, but he was honestly employed before, and was so now.

The master of the sapanwood shop stated defendant had been in his employ eight years, during which time he remembered he had been in gaol once.

The defendant was recognised as having been brought up by Inspector King, before Mr. F. W. Mitchell, charged with decoying a woman away from No. 93 brothel, in Square Street, on the 23rd April, 1872, and was sending her to Singapore for $100. Defendant in that case was sent to three months' hard labour, and ordered to find security for three months' more, failing which he served the whole of the time, and was discharged on the 21st October. The security required in the case were two, at $250 each.

Defendant was told he was one of a class who should be very particular in not breaking the Ordinance, as he previously had been considered dangerous to the peace and good order of the Colony, and called upon to find heavy security. His Worship informed the defendant that he would now be fined as heavily as the Ordinance (14 of 1870, and revised in council 16th September, 1871) would permit, and be called upon to find security also.

Defendant was fined in the sum of $50, or one month's hard labor, and ordered to find security in two householders, $25 each, for another three months.

A DISFIGURATION CASE.

Inspector-King charged Chun-a-loy, mistress of brothel No. 17, East-street, with disfiguring an inmate in her brothel, named Kwok-a-choy, on the face, by applying some kind of burning acid to her whilst asleep.

Kwok-a-choy, an inmate in the brothel, declared, said on Monday last at 8 p.m. she went on board a ship in the harbour to see a cook, and as the captain came on board whilst she was in the cabin, she could not get out next morning, and had to wait until the evening, after the Captain had left. She then went to the brothel, when the defendant dreadfully abused her. She went to bed that night, and at 6 a.m. on Wednesday she awoke up feeling something at her mouth and face. She then felt some liquid go all over her face, which at once began to burn. She reported to Inspector King, and she was at once taken to the Civil Hospital. After arriving there her face began to blister up all over. On her return from the ship she learned that defendant had made a report that she had absconded; this report she made at the Registrar-General's office. She was sure the defendant had spilled the burning drug on her face whilst she was asleep, as she had often threatened she would poison her, and had done so the night previous. A great many of the blisters had disappeared since being under the treatment of Dr. Wharry.

Defendant said on Monday last the complainant left the brothel without informing her where she was going, and as she did not return, she reported it. The same day she made the report, Tuesday, the complainant was brought to her by two Malay women, and she only asked her where she had been.

Inspector James King, sworn, stated at 4.30 on Tuesday afternoon defendant came to him and said that one of her girls, named Kwok-a-choy, had run away. Soon after this Mr. Lee, assistant Inspector of Brothels, told him she had returned. At 11 a.m. the next morning the defendant's partner came to him, and said she wanted to take the name of Kwok-a-choy off the list. He told her it could not be done without she was present. At 12 noon she returned again, with Kwok-a-choy, the complainant, and he saw the girl was disfigured with a few blisters on one side of her face. He asked her how she came by it, and she said it was done to her in her sleep. He took her to the Civil Hospital, and Dr. Wharry communicated with Mr. Tonnochy, with a view of having the defendant arrested, as some corrosive acid had been used to disfigure the girl. He knew no more of the case, but would remark that he had suspicions of defendant, as all mistresses of brothels knew that the names of girls could not be taken off the list unless the girl herself was present. The girl could get it done herself, but the mistress could not do it alone. The defendant did not bring the girl, but came herself, and tried to get the name off the list. When he brought the girl to the Central-station, he saw some white powder in the earrings of the girl, and the girl said something in reference to it. The white powder was retained by Dr. Wharry, and doubtless would be analysed.

The case was then remanded till Monday next, at noon, for the appearance of Dr. Wharry, and other evidence.

The defendant was admitted to bail in two sureties, $75 each.

A mine of Epsom salts has been discovered in Minnesota. The sanitary advantages of the mine to the state have an ancient verification in an epitaph taken from a tombstone in Childwald church-yard, England:

"Here lies we and my three daughters,
Brought here by using Seidlitz waters;
If we had struck to Epsom salts
We wouldn't have been in these here vaults."

MEETING OF JUSTICES.

A meeting of justices took place yesterday at 11 o'clock, to consider the advisability of granting a licence to Mr. Virgil Favre, for the Hotel l'Universe, late the Old German Club. The justices present were the Hon. G. May, in the chair; the Hon. R. Rowett, F. W. Mitchell, Esq., M. S. Tonnochy, Esq., H. B. Lemann, Esq., S. J. Gower, Esq., and C. V. Creagh, Esq.

The Hon. Mr. May said at the meeting in May the applicant put in an application for a licence under Ordinance 11 of 1844. The justices then present came to the conclusion that it could not be granted under that Ordinance, but as the applicant did not appear, the adjunct Ordinance 10 of 1861, under which it could be considered, could not be entered into. The applicant now appeared to apply under the adjunct Ordinance.

The Hon. R. Rowett opposed the licence being granted, on the grounds that to allow an hotel to be in the locality, was only increasing the nuisance already there. The locality was a disgrace to the Colony. The name of Wyndham-street was becoming a by-word and place of notoriety, since the constant increase of prostitutes had taken up their habitation there. They were gradually driving all respectable people out of the neighbourhood, and no sooner does a house become empty by a respectable person leaving it, one or more of these prostitutes take the house. He felt ashamed to give his address as Wyndham-street, the locality had earned so bad a name. It was a shame that the Government and the Magistrates had allowed the place to become what it has,—a great shame that respectable people should be driven out of their houses through the neighbourhood becoming, and being allowed to become, the habitation of a noisy lot of prostitutes and the resort of tipplers. He would strongly object to a licence being granted to the hotel, as it would be the meeting place of tipplers, and all others who frequented the houses of prostitutes, and rows and noises would be the result. If it was granted, as sure would be the first noise made, and try to have a stop put to it. He had been living ten years now in the house he resided in, and in consequence of the notoriety of the locality, was thinking seriously about leaving the neighbourhood. Dr. Dods, and another gentleman who lived near, were looking out for houses; they asserting they could stand it no longer. Next to his garden, there was one of these prostitutes living, whose house also was overlooked by Dr. Dods and other gentlemen, who complained bitterly. Nightly was drunkenness carried on at her house, and the people who frequented the house joined her in making the most horrible noises, so that it was impossible to sleep or get any peace. The magistrates should do something in this matter.

Mr. M. S. Tonnochy said that these houses sprang up at the commencement suddenly, and there were one or two there before it was known. Complaints had been made, but it was agreed they might stay, providing they behaved themselves, and made no noise. Since that time they had increased. It was true they had no more right to carry on unlicensed brothels than the Chinese had, and whenever any complaints were sent to him, he ordered the parties to attend his office, and after warning them, told them that unless they behaved they would be placed on the same footing as the Chinese. He was of the opinion that they should be sent out of that neighbourhood, and he would advise them to leave. Some of them would doubtless take the hint, and clear out of the Colony altogether. He would, however, attempt to get them located in some place where they would give the least annoyance.

The Hon. R. Rowett said something should be done at once by the Magistrates, to get order in the neighbourhood, and not leave it to respectable people having to come up to the Court to appear against them, to obtain a conviction.

Mr. M. S. Tonnochy said there was no necessity for that, a note to his office would soon rectify matters, without appearing.

The Hon. G. May said he did not see what these houses had to do with the hotel. If the adjunct licence was granted, and these infamous houses of prostitution removed, the place would be respectable enough. The Hotel D'Europe was a respectable place. The Hon. G. May then read the adjunct licence rules, and said if those were carried out, he could not see what other than respectable the hotel could be.

Mr. S. J. Gower was of the same opinion as the Hon. G. May, and the rest of the justices concurred, though admitting the nuisance and annoyance in the neighbourhood caused by the prostitutes.

Mr. F. W. Mitchell then read a paper to the meeting, purporting to be the recommendations of the applicant.

The applicant was asked to make any remarks he wished on what he had heard said, in reference to the neighbourhood and his house.

Applicant said he had expended a large sum of money to beautify the establishment, and to make it one of the best hotels in the Colony. At Shanghai he kept the "Sweetmeat Castle Hotel," and was induced to come here to set up in business, it having been impressed on him to be much better than where he was. He consequently sold all out, and made extensive purchases of things necessary for a large establishment in this Colony. He settled on the place he had without knowing the locality, and he would only be too happy to get those people round about removed. It was his intention to have a quiet place, and a most respectable hotel, and to prevent any from using his establishment who were not so.

The justices, after due consideration, and the Hon. R. Rowett having withdrawn his objection, granted an adjunct licence, after applicant had been duly warned.

Applicant further remarked he had no partner with him; he had not had any agreement drawn up with Mr. Joseph Keymeulen, and he did not want him in the business; he was alone.

A SUGGESTION.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Can you tell me when the Pier and Godown Company intend completing their wharf by adding the T to the end of it?

In the present warm weather, how nice it would be to have a promenade on the wharf, with a band of music playing by moonlight, and a lot of seats arranged at the sides for visitors and shareholders to sit down on; in fact, make a sort of esplanade of it, like the one at Brighton. I dare say some one could be found among us bailing from that Queen of watering places, who would know how the ornamental part of it should be arranged. They might charge 50 cents admission, or $2 per week, and make a good thing out of it. I am sure lots of people, *fashionable* people, I mean, would be only too glad to pay it.

I am, yours truly,
FIFTY DISCOUNT.

Hongkong, 12th June, 1873.

CHINESE PASSENGERS.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—My attention has recently been called to this subject, and the regulations in force I consider to be so obsolete and oppressive, that they should at once be revised and amended.

The whole legislation is based upon the Imperial "Chinese Passenger Act" of 1855. The date of this Act is sufficient of itself to show to anyone, who has been resident in the Colony beyond a very few years, that nearly the whole of the conditions under which that Act was framed,

there might be a chance of running her into shoal water. A little after that I found she was settling so very fast that I stopped the engines altogether. The chief officer came on the bridge to clear away the life-boats. I told him there was no time for that; the other boats would hold all the crew, and to get them out as quick as possible. At the same time I told the boatswain to get water put in each, and to order the steward to provision them. Hearing some shouting on the port side, I left the bridge and found that some men had lowered the port waist boat. The ship's head had gone down so much that the water from the discharge pipe was running into the boat, which frightened them, and they were coming inboard again. I told them remain in the boat; that there was no danger; and there was plenty of time for them all to get away quietly. I then went to the cabin occupied by Mr. Youngson, a passenger, and told him to hurry up, and to get into one of the boats with the little boy that was under his charge. I went aft and found the hands lowering the port quarter boat, and clearing the starboard one. After seeing the port boat lowered, I asked the steward if the the boy had been put into any of the boats. He said no; and I told him to go and get the child up and put him in the port boat as quickly as possible. By that time the two waist boats had both shoved off, without orders. Finding the ship settling fast, and that there might not be time to get down the starboard quarter boat, I ordered all remaining hands into the port boat, which was now lowered and alongside. After seeing them all in, I asked if there was any more room. They said yes. I asked them to wait while I went round the decks to see that everybody was away; I went forward, and in passing the engine-room called down several times, but received no answer. Then I went as far as the foremast, and found the water washing over the fore hatch, breaking across from side to side of the steamer. Being satisfied that everyone was out of the ship, I went down the tackle into the boat myself, and shoved off. By that time I could nearly see the whole of the propeller. We pulled away until daylight set in, and during that time the ship disappeared. We then found ourselves 80 or 100 yards to the N. of the wreck. I saw a boat away to the S.E. of the wreck. They waved to us, and I waved to them to follow us in the direction of the island. I had night glasses with me, but could not make out who was in the boat; I thought there were 10 or 12 people. We pulled on towards the islands, but found there was too much swell to land until we got to the fourth one, where we found a cove on the west side. There we got some water, and ascended the hill to try if we could see anything of the other boats. We could not make the natives understand us, so we went down and crossed over to the main island of Chinsan, where we landed between 5 and 6 p.m. We went with a junk man, who took us to the head man of the village, and with the help of the little boy we made them understand that we wanted a larger boat to take us to Gutzlaff or Shanghai. He promised to take us there or to Ningpo, and in the meantime provided us with a place to sleep in, and was very kind. On the following day we saw a steamer from the hill, passing close along, and seeing her anchor, we concluded that she had come down to look for us. I got the head man of the village to lend me a fish boat, and went off to her with the third mate and two men. She proved to be the *Salamis*. All that was saved from the ship was the box containing the ship's papers and consignees' letters.

The following questions were then put by members of the Court:

Lieut. Helby.—Q.—When was the vessel last swung to ascertain the deviation of the compasses? A.—Between Yokohama and Shanghai, about three weeks ago. Q.—Was there any material difference then? A.—No; it corresponded with the time before, when she left England. Q.—Did you try by the pole star the deviation on any other point than that you have mentioned? A.—No; just the point we were steering. Q.—Passing Gutzlaff, what weather had you? A.—It was beginning to threaten foul, but still it was clear; we could see the light a considerable distance off. Q.—How far do you think you passed from Davis Island? A.—Within a mile. Q.—What was the state of the weather then? A.—It was getting thicker, but the stars were still visible, and we had been passing fishing boats and saw their lights at a good distance. Q.—Was it thick or clear when you passed Davis Island? A.—It was hazy. Q.—What speed were you going at that time? A.—When the log was hove at midnight, she was going 10 knots. Q.—Was the speed reduced between then and the time she struck? A.—Not until I stopped the engines altogether, about 5 or 7 minutes before we struck. Q.—When you saw land on your starboard bow, what did you think it was? A.—I thought it was the islands to the E. of Chinsan. Q.—What distance do you think you were off them? A.—A mile, when we struck, as near as I could judge. Q.—Did you starboard your helm to bring her head round to the Wd.? A.—Yes. Q.—Did you expect to find shoal water by keeping her head N. W.? A.—I thought if she floated we might run back to Shanghai, or get inside Gutzlaff. Q.—Have you been that channel before, and how often? A.—I have; this is the fourth time in this steamer, and always at night. Q.—At what speed do you usually go through such a channel at night? A.—If I am certain of my position, I keep up full speed, as I think the ship is under better control when she is going fast. Q.—Have you ever served in a steamer before this one? A.—No; but it is the first time I have met with any accident since I have been at sea. Q.—Of what was the steamer constructed? A.—Of iron.

By Captain Hockin.—Q.—When you passed Gutzlaff, did you intend to go between Davis's and the small island to the Wd. of it? A.—Yes. Q.—When you passed Davis's, could you see the other island? A.—I have said that we could just make it out. Q.—Did you then steer a course to clear these islands? A.—Yes. Q.—Did you see the loom of any land before that to avoid which you starboarded, before you came to the island on which you struck? A.—I saw the loom of Chinsan occasionally, and the land to the northward. Q.—Then was it more foggy when you passed Davis Island than you had it previously? A.—Yes. Q.—Had you any reason to doubt that you were steering the course you intended? A.—Not the slightest; the fishing-boats were on our bow heading to the S. E., and if anything I expected to be set to the northward by the tidal current from the course I was steering. Q.—Did you stop your engines at once when you saw the land? A.—I did so; to enable the man at the wheel to get her round sharp. I called out starboard, and rung the engine telegraph almost at the same time. Q.—Do you think she drifted on shore after the engines stopped? A.—No. Q.—Do you suppose she struck the island or a rock off it? A.—I suppose she struck a rock off it, a pinnacle one, judging by the nature of the shock. Q.—How was the land bearing when you struck? A.—Easternmost islet was 2 points off our starboard bow. Q.—Did you see how many islands there were before you struck? A.—No; I then found there were three; I am certain they were to the eastward of Chinsan.

By Capt. Edmonds.—Q.—Who, and how many, were on the lookout? A.—One hand forward, William Joy, A.B., and the 2nd officer and myself on the bridge, with two men at the wheel—Nicholas and Hope, the former steering, the letter standing by to assist? Q.—How was the steamer heading when she struck? A. About E. Q.—And when the helm was starboarded how did she go? A.—She went right round by the N. till she headed to W., and sunk with her head about N.N.W. Q.—What distance did she go after striking, before she came round to W.? A.—From three to four miles, I think, but after her way was stopped she would drift back on the ebb tide, which was running strong at three o'clock. The tide was setting from the S.E., and was so strong that we could only just keep up against it in our boat, with five oars double-manned. Q.—Was the lead going at the time she struck? A.—No; we kept it going till we were nearly at Gutzlaff; soundings are no guide in this channel. Q.—Had you any cross-bearing to verify your position after leaving Davis Island? A.—We passed Davis Island so close it was unnecessary to do so, and we did not verify by cross-bearings afterwards. Q.—Was the wind quite light at the time? A.—Quite; I judged it to be from S.E., but it was drawing ahead with the way of the steamer so that I could hardly tell. Q.—Was the water smooth? A.—It was, but it was with a slight ground swell.

By Lieut. Helby.—Q.—What was your draught of water? A.—It was 19 feet when we left Hankow; she would rise somewhat in the salt water, and be lightened by the consumption of coal. Q.—Did you take soundings after striking? A.—No; we had no time, being all employed in getting the boats out. (Witness ticked on the chart the present position of the wreck.) Q.—What time elapsed between the vessel striking and your leaving her, and how long was it before she went down? A.—We left between 20 minutes and half an hour after she struck, and I suppose she went down within from 45 minutes to an hour—that is, she disappeared from our view, but weather in the fog or by her turning round so as to obscure her head light, or by her sinking, we could not be quite sure. Q.—When you left the ship, which way did you go? A.—I saw the islands and pulled for them. Q.—What distance did you imagine you were off them? A.—About ¾ of a mile; when daylight came in we were within 80 or 100 yards of them, being then to the N. and W. of the ship. Q.—How long was it till daylight after your leaving the ship? A.—Not more than 20 minutes.

By the President.—Q.—Before the pilot left the ship, did you have any conversation with him about the state of the weather, and the safety of running through by the islands? A.—Yes, he asked which way I was going, and I told him if the weather kept as it was I would go down by Gutzlaff and Morrison Island and Chinsan. Q.—Did he in any way dissuade you from taking that course? A.—No; he said it was a fine clear night. Q.—From the time he left you until the accident did you leave the deck at all? A.—Only to go the chart-room, which is under the bridge, on the maindeck, and once to get a warmer jacket. Q.—How long after you gave the order to stop the engines did she strike? A.—From 5 to 7 minutes. Q.—With what force did she strike? A.—The shock was very slight comparatively—I have felt her heel much more, and the shock stronger when she touched the banks of the Suez Canal. Q.—How much did she heel on striking the rock? A.—Eight or ten degrees. Q.—Are you certain the shock was not sufficiently heavy to rouse out the men below? A.—Yes, it would do that, because it occurred forward. Q.—Did I understand from your evidence that any of the boats left without orders? A.—Yes, the two first. Q.—Can you tell who left in them? A.—I found out afterwards, but I cannot tell all now; the second mate and boatswain were among the number. Q.—Had you given orders that no boat should leave? A.—No; I simply ordered the boats to be got out. What orders did you give the second mate? A.—I gave him the order to get the boats out, and the boatswain to have water put in them all. Q.—Did you see the waist boats leave the ship? A.—No, I simply missed them. Q.—Did you see either of them again? A.—Yes, one next morning, away about 1½ miles S.E. of the wreck. Q.—Did you make out who were on board? A.—No; I failed to do so with my night glasses. Q.—Did you see any boat attached to the rigging of the wreck? A.—Nothing attached to it, but away to S.E. of it. Q.—How many boats went away with your permission or orders? A.—Only the one I was in. Q.—How many souls were in it? A.—Twenty-four, including myself. Q.—Was the rising fog mist or drizzle? A.—Fog, without rain. Q.—How far were you from the ship when you lost sight of her? A.—We could not be very far, we were only 80 yards off at daylight; perhaps we were 60 yards off when we ceased to see her masthead light. Q.—How did the villagers put you up? A.—They cleared a joss-house, and the headman took me to his own house. Q.—How did they treat you? A.—Exceedingly well; gave us all they had. Q.—Did they attempt to rob you in any way? A.—They took the iron rowlocks out of the boat, but afterwards replaced them. Q.—How long have you been in command of a steamer? A.—This is the only one I have commanded, and I have been in her about 15 months. Q.—Have you held a command before? A.—I have commanded sailing vessels in the same employ, one for over 7 years, having joined in 1865. Q.—Where, when, and how was the vessel constructed? A.—She was built at Glasgow, of iron, in compartments, and launched on 29th Dec., 1871. Q.—Was she insured? A.—I do not know. Q.—Do you know what she was classed? A.—100 A1 I think—the highest class at Lloyd's for iron. Q.—What cargo had she? A.—Tea, and some general cargo from Japan. It was estimated she had 2,866 tons of tea at 40 feet, and she had about 50 packages of Japan goods. Q.—Was she at all overladen? A.—Not in the slightest degree, she was in fine trim, not down to her loadline by 15 or 16 inches. Q.—How many souls were on board? A.—44, including 2 passengers, and all were saved. Q.—Besides the fact of the men going away in the boats without orders, have you any other misconduct to report? A.—No; the men behaved very well; one, before leaving, brought me a life-buoy in case the steamer went down before I left her. (Witness marked on a list of the crew the names of those who were with him in his boat.) Q.—Was the cargo insured? A.—I do not know. Q.—Did the look-out report land ahead? A.—Yes; but I saw it before he reported it, and had ordered the helm to be put down. Q.—Why did you take these observations? A.—I took them as a matter of habit, not because I had a special doubt.

By Capt. Hockin.—Q.—Were you steering by the steering compass or by the standard compass? A.—By the standard compass. Q.—Were they the same? A.—No; there was half a point difference between them. Q.—What was your course? A.—S. E. by E. ½ E. was the true magnetic course. Q.—Then was the course given in your evidence the true course? A.—No; it was the magnetic.

By Lieut. Helby.—Q.—Did you notice the compass yourself, and see if they were steering properly? A.—Yes; I was walking on the bridge all the time, and I noticed that they were making to the eastward if anything. Q.—How did the *Drummond Castle* answer her helm? A.—Very well indeed. Q.—How does she steam usually? A.—Well. Q.—On this occasion, when you gave the order to put the helm down, how did she answer it? A.—Not so well as usual; she did so rather slowly. Q.—How do you account for this? A.—It is to be attributed to the tide.

At this stage of the proceedings, the Court adjourned for luncheon.

(To be continued.)

COMMERCIAL INTELLIGENCE.

JUNE 12TH, EVENING.

Closing rates:—New Patna, $571½ to $575; New Benares, $55¼ to $55¾. No change in other kinds.

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ON LONDON.—

Bank Bills, on demand	4/4½
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SALES ON JUNE 12TH, 1873

As reported by Chinese.

Shellfish, 15 cases, at $10.50, by Fook-yuen-loong to travelling trader.

White Sugar, 317 bags, at $6.75, by Yue-tye to travelling trader.

Black Pepper, 50 bags, at $14.80, by Yue-tye to travelling trader.

Brown Sugar, 250 bags, at $3.75, by Tye-foong-shun to travelling trader.

Sago, 30 bags, at $3.70, by Wing-on to travelling trader.

Sandalwood, 2,000 picals, at $4.38, Wing-on to travelling trader.

White Pepper, 30 bags, at $23.80, by Sze-hop-chune to travelling trader.

China Root, 150 packages, at $2.30, by Sze-hop-chune to travelling trader.

White Alum, 3 0 packages, at $1.75, by Sze-hop-chune to travelling trader.

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Vermicelli, 60 bags, at $6.40, by Chun-shong to travelling trader.

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6m] *(Formerly occupied by Athletic Club.)* [513

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DOUGLAS LAPRAIK & Co.

tf 717 Hongkong, 9th November, 1869.

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Do.	Duna (str.)	Thomson	Hongkong	Olyphant & Co.	Quick dispatch.
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MELBOURNE AND SYDNEY	Mary Mildred	Smith	Hongkong	Rozario & Co.	Quick dispatch.
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S'PORE, P'ANG & CALCUTTA	Statesman (str.)	J. Valiant	Hongkong	Jardine, Matheson & Co.	On the 17th inst., at 3 P.M.
BANGKOK	Danube (str.)	Hopkins	Hongkong	Tack Mee & Co.	On 17th inst., at noon.
MANILA AND LONDON	Fatchoy (str.)		Hongkong	Paul, Ehlers & Co.	To-day, 13th inst.
MANILA	Nuevo Constante	A. Fabie		Carlowitz & Co.	Quick dispatch.
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YOKOHAMA	Menzaleh (str.)	Mourrut		Messageries Maritimes	Quick dispatch.
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Do.	Sindh (str.)	Melizan		Messageries Maritimes	Quick dispatch.
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SCOTCH TWEEDS and ANGOLAS, for Suits.

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For Ladies' Advertisement see To-morrow's Issue.

365 Hongkong, 6th March, 1873.

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6m 210 Hongkong, 5th February, 1873.

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tf 608 Swatow, 15th April, 1873.

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tf 419 Hongkong, January, 1867.

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To H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

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tf 192] [Feb 1.

炭 煤 記 廣
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1v 1235 Hongkong, 4th July, 1872.

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1m 894 Hongkong, 4 June, 1873.

Vessels on the Berth.

FOR MANILA.

THE Spanish Steamer
"ESMERALDA,"
will leave for the above port TO-DAY, the 13th instant, at noon.
For Freight or Passage, apply to
E. J. SAGE.

921 Hongkong, 10th June, 1873.

FOR MANILA AND LONDON, (*via* PORTS OF CALL.)

THE *A* 1 Spanish Steamer
"FATCHOY"
will be despatched TO-DAY, the 13th inst.
For Freight or Passage, apply to
PAUL EHLERS & Co.,
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915 Hongkong, 10th June, 1873.

FOR SWATOW, AMOY, FOOCHOW, AND TAMSUI.

THE Steamship
"HAI-LOONG,"
Captain Punchard, will be despatched for the above Ports on SUNDAY, the 15th instant, at 8 A.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.

4d 931 Hongkong, 12th June, 1873.

FOR LONDON.

THE British Steamer
"DUNA,"
Thomson, Master, having the greater portion of her Cargo engaged, will load at this and Canton, and Whampoa, for the above port, and will have quick despatch.
For Freight, apply to
OLYPHANT & Co.

tf 916 Hongkong, 10th June, 1873.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship
"STATESMAN,"
Captain J. Valiant, will leave for the above Ports on TUESDAY, the 17th inst., at 3 P.M.
Despatches will close at 2 P.M.
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JARDINE, MATHESON & Co.

East Point,
9d 909 Hongkong, 9th June, 1873.

FOR SAN FRANCISCO.

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"THORNABY,"
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"ALTONA,"
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WM. PUSTAU & Co.,
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tf 784 Hongkong, 20th May, 1873.

FOR SAN FRANCISCO.

THE American Ship
"MALAY,"
Capt. Clough, will have quick despatch for the above port.
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tf 924 Hongkong, 11th June, 1873.

FOR SAN FRANCISCO.

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RUSSELL & Co.

tf 917 Hongkong, 10th June, 1873.

FOR MANILA.

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A. Fabie, Master, having the greater part of her Cargo engaged, will meet with *immediate* despatch as above.
For balance of Freight, apply to
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7d 908 Hongkong, 7th June, 1873.

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"SCOTTISH BRIDE"
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tf 886 Hongkong, 4th June, 1873.

FOR LONDON.

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"JAMES SHEPHERD,"
W. E. Madden, Master, will load here and at Whampoa, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.

tf 887 Hongkong, 4th June, 1873.

FOR SYDNEY (*Direct.*)

THE *A* 1 British Barque,
"GEFFRARD,"
360 tons Register, Munday, Master, will have early despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.

tf 878 Hongkong, 3rd June, 1873.

FOR MELBOURNE AND SYDNEY.

THE *A* 1 Clipper Ship
"MARY MILDRED,"
Capt. Smith, will have immediate despatch for the above ports.
For Freight or Passage, apply to
ROZARIO & Co.

tf 869 Hongkong, 2nd June, 1873.

FOR SAN FRANCISCO.

THE American Ship
"JAS. B. BELL,"
Chandler, Master, will have early despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.

tf 813 Hongkong, 24th May, 1873.

FOR SALE, FREIGHT, OR CHARTER.

THE American Ship
"OLD DOMINION,"
700 tons Register, carrying capacity 17,500 Piculs.
For further particulars, apply to
BATTLES & Co.,
Or, Captain on board.

tf 932 Hongkong, 12th June, 1873.

KEATING'S COUGH LOZENGES.
This UNIVERSAL REMEDY now stands the first in public favour and confidence. For COUGHS, ASTHMA, and all affections of the Throat, they are the most agreeable and efficacious remedy. They do not contain opium or any other deleterious drug, and may, therefore, be taken with perfect safety by the most delicate constitution.
KEATING'S BON BONS OR WORM TABLETS, a Purely VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for children. Sold in Bottles by all Chemists.
THOMAS KEATING, London, Export Chemist and Druggist.
203 383] [Mar. 8

Intimations.

MRS. BAKER,
COURT MILLINER AND DRESS MAKER,
No. 5, OLD BAILEY STREET,
(NEXT)
ALEXANDRA TERRACE.

tf 709 Hongkong, 6th May, 1873.

NEITHER the Undersigned nor the Owners of the German Ship *Georges*, now lying in this port, will be responsible for any debts contracted by the Captain, Officers, or Crew of the said vessel.
CARLOWITZ & Co.

tf 334 Hongkong, 28th February, 1873.

LE soussigné informe Messieurs les Capitaines de navires de Commerce Français qu'il leur est strictement interdit d'embarquer des matelots étrangers provenant de Boarding Houses autres que celles affichées à la Chancellerie de ce Consulat.
Le Gérant du Consulat de France,
CH. L. DE LA FOREST.

1886 Hongkong, 24th October, 1872.

THE UNDERSIGNED begs to inform the Public of HONGKONG, HO NAM, AND CANTON that he has shops established at those places in the name of HING KEE.
In HONGKONG, at the Central Market, No. 12, he has constantly on hand BEEF, MUTTON, POULTRY, BREAD, VEGETABLES, and OILMAN'S STORES, &c., of the best quality.
In HO NAM and CANTON SHOPS, the foregoing articles, with the addition of SPIRITS, SODA WATER, &c., and GAME when in season.
Gentlemen and Families desirous of patronizing him, are requested to apply at his shops as above, where a list of prices of articles will be furnished, which will be supplied at the *same rate* all the year round.
HING KEE.

1y 745 Hongkong, 13th May, 1873.

FOOCHOW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the following Dimensions, viz: Length, 300 feet, Breadth at Bottom, 40 feet, is capable of receiving Vessels drawing 13 to 16 feet, as the state of the Tides will allow. The Dock runs dry to the Blocks and is pumped out by Steam.
The above premises comprise a large Machine-Shop, containing a
WHITWORTH'S 12-INCH SCREW CUTTING GAP LATHE,
DRILLING AND SCREWING MACHINES,
A LARGE SMITHY, &c., &c., &c.
Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large Stock of Woods, Metal, &c., &c., always on hand.
The Dock Steam Tug *Woosung* is available at all times to tow vessels to or from Sea, at current rates, on application to
JOHN FORSTER & Co.,
Agents.
The list of Charges for remetalling, or docking vessels for examination, painting iron-ships, &c., &c., can be obtained on application.

May 2.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
MAHE, ST. DENIS, REUNION, AND BOMBAY.

ON SATURDAY, the 14th June, 1873, at noon, the Company's S. S. "*PEI HO*" Commandant RIGODIT, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping orders will be granted till noon, and Cargo will be received on board until 4 P.M., Specie and Parcels until 3 o'clock P.M. on the 13th June, 1873. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
C. BERTRAND,
Principal Agent.

Hongkong, 31st May, 1873.

STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, AND SOUTHAMPTON;
ALSO,
BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*BOKHARA*," Captain P. S. TOMLIN, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on SATURDAY, the 21st June, at noon.
Cargo will be received on board until 2 P.M., Specie and Parcels at the office until 2 P.M. on the 20th idem.
The *Bokhara* connects at Galle with the S. S. *Peshawur*, proceeding to Southampton via the Suez Canal.
For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.
A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.
The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
A. McIVER, *Superintendent.*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 9th June, 1873.

THROUGH U.S. MAIL LINE
FROM
CHINA AND JAPAN TO NEW YORK.

PACIFIC MAIL S. S. COMPANY
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC RAILROAD COMPANIES.

THE S. S. "*JAPAN*" will leave Hongkong for San Francisco, via Yokohama, on FRIDAY, the 27th instant, at 3 o'clock P.M., taking Passengers, Mails and Freight, for Japan, the United States, and Europe.
Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco

Extracts.

IN THE GOOD OLD TIMES.

When stage conveyances first began to make their appearance, they were piloted by postilions in the saddle, and not by a driver from a box seat. The journey from London to Edinburgh was advertised to be accomplished, "D. V.," in a fortnight. Such a conveyance as that of any magnate travelling with his family would not essay a journey without the attendance of a wheelwright to repair springs, axle, and wheels as fast as they gave way in the rut-grooved highways of the day. Ordinary merchandise was still carried on pack-horses; and pack roads, straight from point to point, still exist in the rough, though modern engineering has taught roads to wind round hills to facilitate draught.—*Cassell's Popular Recreator.*

DANGER OF PROTRACTED SLEEP.

But here, as in so many other cases, the evil of deficiency has its counterpart in the evil of excess. Sleep protracted beyond the need of repair, and encroaching habitually upon the hours of waking action, impairs more or less the functions of the brain, and with them all the vital powers. This observation is as old as the days of Hippocrates and Aretæus, who severally and strongly comment upon it. The sleep of infancy, however, and that of old age, do not come under this category of excess. These are natural conditions, appertaining to the respective periods of life, and to be dealt with as such. In illness, moreover, all ordinary rule and measure of sleep must be put aside. Distinguishing it from Coma, there are very few cases in which it is not an unequivocal good; and even in comatose state the brain, we believe, gains more from repose than from any artificial attempts to rouse it into action.—*Edinburgh Review.*

AN AFRICAN SCENE.

Sailing along the coast during the night, with scarcely a ripple on the water and just enough wind to fill the sails, one of the grandest scenes I ever witnessed, and of which nothing but familiarity could lessen the charm, presented itself to our eyes. The starlight was so brilliant that every object was as clearly visible as in a bright moonlight-night-in-England. The low coast lay outstretched before us from north to south; the men were all asleep, and the silence was only broken at intervals by the flapping of the sail of an extra ripple against the bows of the boat, caused by a "cat's paw" of a breeze, but beyond and over that long extent of coast, only a mile of two from us, was one almost incessant sheet of lightning illuminating the distant hills and broad extent of sea with the brilliancy of daylight, and bringing the outline of the whole country into full relief. The flashes of lightning succeeded each other at intervals, never exceeding five seconds, and their duration was at least twice that period. This brilliant phenomenon lasted half the night, but the lightning was too far off for the thunder to reach us. The scene became familiar to us afterwards, losing much of the charm of novelty, but never shall I forget that first night when we remained under-weigh in the boat, and I watched that superatural light, with almost rapturous awe, till nearly blinded by the sight, and, in the absence of any accompanying noise of storm, was reminded of the "still small voice" in the sacred writings.—*From "Dhow Chasing in Zanzibar Waters," by Captain Sulivan, R.N.*

EXPLANATION OF THE FRENCH GAIETY.

The poorest class in the United States is well to do compared with the poorest in France, yet it is not as well fed nor as happy. There is a general cheerfulness in this people, which strikes the foreigner as soon as he enters the country. Race and climate have doubtless something to do with it, but hygenic nourishment and a sound stomach much more. In presence of this fact, one cannot help regretting the waste of time and energy of reformers and philanthropists who, to bring about man's amelioration with us, are always addressing themselves to his head, to the neglect of his stomach. It is an elementary law governing the human system, that the brain and the stomach are two neighbours who cannot afford to be at enmity any length of time without mutual deterioration or destruction, and that an improvement in the condition of one implies an improvement in the other. Naturally, this A B C knowledge is familiar to most people, but it does not yet receive the consideration which its importance demands. The foundation of the Frenchman's happiness is laid in the best bread in the world, both in taste and nutriment, the most nourishing wine and the best cooking—save in roast beef, in the preparation of which, as well as in carving, the English enjoy a superiority. Besides the quality of the Frenchman's food, there is a healthful feature in the usually well ventilated apartments in which it is eaten, and another in the jocularity and leisure attending the repast. Sloppy coffee and hot biscuits are not conducive to gaiety; ice-cold water and thin soup peppered to the burning point are not joke-inspiring; and a pot-pourri of water-reeking vegetables is not productive of a humor to set the table in a roar. These, in a word—to say nothing of those enemies of the American table, heat and haste—are joy-killers with sequent dyspepsia.—*Albert Rhodes in Galaxy.*

A NIGHT IN THE CONVENT OF THE GRANDE CHARTREUSE.

At St. Laurent we turned up the gorge to the convent; it is exceedingly fine, and very narrow, and almost choke-full of large trees, with enormous walls of bright limestone rock: there are several fine points of view. The Grande Chartreuse is an immense pile of seventeenth-century buildings, looking, as one approaches, a wilderness of dark slate roofs, and bell-turrets. When we arrived we were separated, C. being consigned to the care of some sisters. We were taken to see the whole building by one of the fathers. There are a series of very long cloisters, one of them ancient and Gothic, the rest modern; then we rejoined C. outside, and went up with a party and a guide to the chapel and fountain of St. Bruno, a steep climb of about a thousand feet above the convent, then we returned to dinner; there were that day sixty or seventy guests. The dinner was funny; first some soup, simply sago and water just coloured with milk, like a "forgotten pudding" of the worst kind; then an omelette, then a very rich, muddy carp, and *petit verre* of the celebrated Grande Chartreuse liquor, as strong as brandy. Strange that men who never eat nor allow meat should manufacture this potent spirit. Then a starlight ramble with B. and C. My bedroom is a small square whitewashed room, ill-plastered, loose red brick floor, bed, table, crucifix, altar (which was also a cupboard), and a small saucer to wash in! I got up to the midnight office, anxious to see the fathers come in with their lanterns; the howling was awful. There is a fine thirteenth-century cloister here, and a library, which looked to me in too good order for much use. I got a sketch in the morning. The Mont Cenis railway is most wonderful; up and down the most rapid steeps, and round the most rapid curves and corners, the little engine pants its way most vigorously, and soon comes to numbers of tunnels and arches, giving one no idea of danger, but all of admiration of the genius that could accomplish such a thing.—*"Life, Journals, and Letters of Dean Alford."*

ROWING.

In rowing, muscles are in this manner forcibly plied. Indeed, I know no form of exercise in which so many muscles are brought energetically into play. It has been stated by a well-known authority on questions relating to athletic exercises, that in rowing the muscles of the legs and of the lower part of the trunk are those which bear the brunt of the labour, while the chest and upper extremities escape with a comparatively small share of the toil. Hence, we are given to understand that it is in the lower part of the frame of oarsmen that we must more especially look for development of muscle. With this opinion, however, I for my part cannot coincide. I have too often, during a course of training, observed the biceps expand and the fore-arm increase in girth, seen, in fact,

"Arms on which the standing muscles sloped,
As slopes a wild brook o'er a little stone,"

to feel any doubt that the upper limbs also play a powerful part in the struggles of the Isis and the Cam. Sundry attempts have been made to define, with more or less precision, the particular muscles which are called into requisition in a boat race. This is an inquiry which I do not propose to inflict upon my readers. It is of more interest to the student of anatomy than to the general public, but if, as has been affirmed by different authorities, the dorsal, the abdominal, the gluteal, together with the pectoral muscles, and those of the upper and lower extremities, are all required to assist in propelling a boat through the water, then assuredly but few portions of the oarsman's frame can luxuriate in idleness. This will be the more apparent when we reflect that whenever in a healthy subject one set of muscles is hard worked, the increase of bulk that usually results from their repeated contractions is not confined to them alone, but is shared by their several antagonistic muscles. On these latter an increased strain is necessarily laid, and in order to meet this strain they themselves undergo corresponding development. It is to the increase of the antagonising groups of muscles, as a result of the development of those which are directly brought into play during "limb work," that we must attribute that well-proportioned symmetry of the animal form which we are accustomed to admire after a course of training.—*From University Oars, by John Ed. Morgan, M.D., M.A.*

LOVERS AND THE MOON.

It was once, and still may be, the custom of Highland women to salute the new moon with a solemn courtesy. English country dames were wont to sit astride a stile or gate, waiting the new moon's appearance, to welcome her with: "A fine moon, God bless her!" Bachelors were privileged to claim a kiss and a pair of gloves upon announcing the advent of a new moon to the first maiden they met. If, when first seen, the new moon was upon the right hand, or directly before the person making her acquaintance, good fortune awaited the lucky individual on the ensuing month; just the contrary result following its appearance on the left hand, or at his or her back. To see a new moon for the first time through a glass, is ominous of ill. To insure good fortune, one ought, at sight of her ladyship, to turn over one's money and wish. At the inquest upon the victims of the railway accident at Harrow, in November, 1870, a juryman said his son was in a meadow close by at the time of the collision, and saw the new moon shining brightly; and having a knack of turning over his money when he saw the new moon, he did so, and counted it easily by her light. To render the charm complete, the money should be spit upon. When Mungo Park visited the Mandingoes, he found a very similar superstition prevalent among them. Upon the rising of the new moon, they always prayed in a whisper, spat upon their hands, and then rubbed their faces with them. The Mussulmans of Turkestan shake off their sins every month by the simple process of jumping up and down seven times with their faces turned towards the new moon. Berkshire lasses used to go out into the fields, and cry to the new moon—

New moon, new moon, I hail thee!
By all the virtue in thy body,
Grant this night that I may see
He who my true love is to be.

In Scotland, it was only the first new moon of the new year that was appealed to in this fashion; to obtain success, it was necessary to set the back against a tree, and the feet upon a ground-fast stone, and sing or say:—

O new moon, I hail thee!
And gif I'm e'er to marry man,
Or man to marry me,
His face turned this way fast's ye can,
Let me my true love see,
This blessed night.

And if the invoker was destined to be married, the apparition of her future guidman would wait upon her before morning. Yorkshire girls have another way of hailing the first new moon of the year: they take care to see her in a looking-glass, and know they will have to remain single as many years as they behold moons. Matrimonial diviners of course wish to see as few moons as possible, holding the more moons, the worse luck.—*From "Notions about the Moon," in Chambers's Journal.*

HISTORICAL PUGILISM.

Lord Macaulay has written at the commencement of his great History:—"I shall cheerfully bear the reproach of having descended below the dignity of history, if I can succeed in placing before the English of the nineteenth century a true picture of the life of their ancestors." It is on the principle that has received this high sanction that we venture to introduce into this work an event which without such an authority we should hardly have dared to record. On the 17th April, 1860, a contest took place which resounded throughout England. An American boxer, named Heenan, crossed the seas to show that the new world could produce a pugilist of greater skill and prowess than Tom Sayers, who wore the champion belt of England. Heenan was a giant, while his competitor was comparatively a man of small stature, but agile, skilful, and watchful. Almost at the commencement of the fight the English champion had one of his arms disabled by a blow he received; nevertheless, he made such good use of the other arm that Heenan's face was battered into a mass in which it was difficult to discover any trace of the human countenance, and he was for the time completely blinded; and his antagonist was hardly less severely punished. The appearance of the police brought the fight to a premature close. Both claimed the victory, but Sayers kept the champion's belt; and an attempt made to satisfy both of the combatants by presenting a belt to each was only very partially successful. But our principal reason for recording these circumstances is the immense interest which this fight excited. Half London endeavoured to be witnesses of it; and though comparatively few of those who attempted to make their way to the scene of action succeeded in arriving at it, the number of spectators was enormous. But that which will most astonish our posterity to learn is, that peers, members of Parliament, clergymen, men of highly-cultivated minds, men remarkable for artistic taste and artistic power, were in the front ranks of those who witnessed this disgusting, disgraceful, and unlawful exhibition. Sayers made his public entry into the metropolis through a vast crowd, and amidst most tumultuous applauses. *Bell's Life in London* boasted that the enthusiasm displayed was greater than would have attended the proclamation of a new king, and Lord Palmerston in his place in the House of Commons declared that he saw nothing more demoralising in a boxing-match than in the ascent of a balloon; apparently forgetting that the latter was permitted by the law, while the former was carried on in direct violation of its well-known provisions. Sayers also made a triumphal entry into Liverpool, where his reception was no less enthusiastic. —*From "The History of England from the Year 1830," by W. Nassau Molesworth, M.A.*

Insurances.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.

AUGUSTINE HEARD & Co.

tf 471 Hongkong, 6th March, 1868.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of $60,000 on Buildings, or on Goods stored thereon.

GIBB, LIVINGSTON & Co.

tf Hongkong, 24th August, 1864.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies gainst Sea Risks at current rates.

RUSSELL & Co.

tf 1022 Hongkong, 1st April, 1865.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

THIS Company, with its Head Office at Hongkong, and Agencies at the various Treaty Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium at the respective places.

AUGUSTINE HEARD & Co., *Secretaries.*

tf 557 Hongkong, 1st April, 1871.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—

Not exceeding 1 month	¼ of the annual rate	
Above 1 month, and not exceeding three months	½ do.	do.
Above 3 months, and not exceeding six months	¾ do.	do.
Above six months the full annual rate.		

JARDINE, MATHESON & Co., *Agents, Alliance Fire Assurance Company.*

tf 678 Hongkong, 23th August 1869.

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—

Not exceeding 10 days	¼ of the annual rate.	
Not exceeding 1 month	½ do.	do.
Above 1 month and not exceeding 3 months	¾ do.	do.
Above 3 months and not exceeding 6 months	¾ do.	do.

NORTON, LYALL & Co., *Agents the Queen Insurance Company.*

tf 242 Hongkong, 22nd January, 1870.

IMPERIAL FIRE INSURANCE COMPANY REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance viz:—

Detached & semi-detached Dwelling Houses removed from town, and their contents.	½ per cent.
Other dwelling Houses, used strictly as such, and their contents.	¾ per cent.
Godowns, Offices, Shops, &c., and their contents.	1 per cent

GIBB, LIVINGSTON & Co., *Agents Imperial Fire Insurance Company.*

tf 864 Hongkong, 7th March, 1865.

Insurances.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

THE ATTENTION OF SHIPPERS is called to the future distribution of the Profits of this Company, two-thirds (2/3rds) of which, after payment of interest, will now be divided amongst all Contributors of business, whether Shareholders or not, rateably in proportion to the amount of Nett Premia contributed.

WM. PUSTAU & Co., *Agents.*

tf 362 Hongkong, 9th April 1872.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. B. COUGHTRIE, *Secretary.*

Hongkong, 1st November, 1871. [tf 385

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings' Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, or Dock, and the Cargoes of such Ships; also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.

The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $60,000 on any one First Class Risk.

GIBB, LIVINGSTON & Co.

Hongkong, 1st January, 1867.

HONGKONG MARKETS.

As Reported by Chinese on the 12th June, 1873.

COTTON GOODS.

COTTON YARN, No. 16 a 24	per picul	$110.00 a $119.00
" " 28 a 32	"	125.00 a 130.00
" " 38 a 42	"	127.00 a 140.00
GREY SHIRTINGS, 7 a 7½ lbs	per piece	$2.15 a 2.20
" 8 a 8½ lbs	"	2.30 a 2.40
" 9 a 10 lbs	"	2.80 a 3.50
WHITE SHIRTINGS, 56 a 60 reed	"	2.15 a 2.40
" 64 a 66	"	2.50 a 2.65
" 68 a 72	"	2.85 a 3.40
WHITE SPOTTED DO.	per piece	2.55 a 2.60
WHITE BROCADES	"	2.60 a 2.65
AMERICAN DRILLS, 30 yards	"	3.55 a 3.60
" 40 "	"	3.60 a 4.20
GREY T-CLOTHS, 24 yds & 32 in. 7 lbs	"	1.70 a 1.75
" 24 " & 36 " 8 lbs	"	2.20 a 2.25
DYED SPOTTED SHIRTINGS	"	3.65 a 3.90
DYED BROCADE Do.	"	3.85 a 3.90
DYED DAMASK Do.	per piece	5.75 a 5.80
CHINTZ	"	1.85 a 1.90
HANDKERCHIEFS, Blue	per doz.	0.67 a 0.70
" Brown	"	0.65 a 0.70
" Red	"	0.75 a 0.82
VELVETS, Black, 22 ins.	per yard	0.32 a 0.38
" Genitian, 22 "	"	0.27 a 0.28
VELVETEENS, Black	"	0.24 a 0.25

WOOLLEN GOODS.

SPANISH STRIPES	per yard	0.83 a 0.84
LONG ELLS, *MM* Scarlet	per piece	8.30 a 8.35
" " Assorted	"	7.75 a 7.80
" *HH* Scarlet	"	8.15 a 8.20
" " Assorted	"	7.40 a 7.50
CAMLETS, SSS	"	16.50 a 17.00
" SS	"	19.50 a 20.00
" S	"	20.00 a 20.50
" *BBB*	"	22.00 a 23.50
LASTINGS	"	16.00 a 18.50

METALS.

IRON, Nail Rod Nos. 1 a 3	per picul	4.30 a 4.45
" Hoop	"	4.50 a 4.60
" Bar	"	4.10 a 4.20
" Small Round Rod	"	3.80 a 3.90
" Wire	"	9.50 a 9.80
LEAD	"	6.80 a 7.00
STEEL, English	per tub.	5.10 a 5.25
" Swedish	"	4.75 a 5.50
TIN, Malacca	per picul	36.00 a 36.50
TIN PLATES	per box	10.00 a 10.50
SHEATHING METAL	per picul	24.00 a 25.00
QUICKSILVER	"	117.00 a 120.00
SPELTER	"	7.25 a 7.30

PRODUCE

COTTON, Shanghai	per picul	15.50 a 16.00
" Ningpo	"	16.25 a 16.75
" Tientsin	"	16.00 a 16.50
" Shantung	"	15.80 a 16.00
" Bengal	"	10.00 a 16.50
ALUM	per picul	1.45 a 1.75
SAPPANWOOD, Japan white	"	3.60 a 3.80
" Black	"	2.40 a 2.50
RICE, Bengal, Cargo No. 1	"	2.45 a 2.50
" " 2	"	2.20 a 2.25
" Siam, white	"	1.65 a 1.80
" " mill cleaned	"	1.45 a 1.50
" Manila	"	2.35 a 2.40
" Java	"	2.00 a 2.10
" Singapore	"	1.75 a 1.80
" Saigon	"	1.40 a 1.45
" Arracan	"	2.10 a 2.15
" Rangoon	"	2.35 a 2.40
SALTPETRE	"	6.80 a 7.20
COALS, AHLOAT	per ton.	
" English steam	"	17.00 a 17.50
" American Anthracite	"	16.00 a 16.00
" Sydney	"	14.00 a 14.50
WINDOW GLASS	per box.	5.00 a 5.25
SUNDRIES PRODUCE, &c.		
RATTANS, Straits	per pcl.	5.00 a 5.50
" Banjar	"	4.25 a 4.50
PEPPER White	"	23.00 a 24.00
" Black	"	13.80 a 14.00
BETEL NUT	"	3.25 a 3.50
SANDAL WOOD Malabar	"	4.50 a 4.85
" South Seas	"	17.00 a 18.50
SAPAN WOOD, Manila	"	1.70 a 1.80
" Siam	"	2.20 a 2.30
FLOUR, California, per sack of 50 lbs		1.30 a 1.35
" American, per barrel of 200 lbs		6.00 a 6.25
WHEAT, Tientsin	per pcl.	1.80 a 1.95
" California	"	2.00 a 2.25
SUGAR, Canton white, 1 a 3	"	6.75 a 7.20
" " Dk. Brown	"	3.50 a 3.60
" West Coast, Dk. Brown	"	3.20 a 3.30
" Manila, Dry White	"	4.20 a 4.50
" " Dk. Brown	"	3.75 a 3.90
CAMPHOR, packed	"	15.50 a 15.50
PEAR, White	"	1.85 a 2.00
" Green	"	1.75 a 1.80
" Black	"	1.60 a 1.65
" Yellow	"	1.68 a 1.80
MUSHROOMS, Japan	"	27.00 a 35.00
SEAWEED, Green	"	2.40 a 2.50
" Cut	"	3.25 a 3.50
MUSSELS, Dry Siam large	"	8.20 a 18.00
" " " small	"	6.50 a 7.75
VERMICELLI, Tientsin	"	5.80 a 6.10
BEES WAX, Japan	"	17.00 a 17.50
" Hankow	"	60.00 a 61.00

SHIPPING IN THE CANTON WATERS.

HONGKONG.

STEAMERS.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Bokhara	P. S. Tomlin	Brit. str	2932	P. & O. S. N. Co	
Danube	Hopkins	Brit. str	561	Tuck-mee & Co	Bangkok
Duna	Thomson	Brit. str	852	Gilman & Co	
Esmeralda	Billabaso	Span. str	267	E. J. Sage	
Fame	Richardson	Brit. str	116	H. K. & W. Dk. Co	*Tug Plying*
Fat-choy	Paraja	Span. str	1087	Paul Ehlers & Co	
Glenroy	Watt	Brit. str	1370	Gilman & Co	
Japan	De Smidt	Brit. str	1865	D. Sassoon, Sons & Co	Singapore, &c.
Kinshan ‡	Cary	Brit. str	1050	A. Heard & Co., Agents	
Kin-Kiang ‡	Benning	Brit. str	1061	A. Heard & Co., Agents	
Lintin		Brit. str	69	Acheong	*Laid up*
Menzaleh	Mourrut	Fren. str	1008	Messageries Maritimes	
Maumee	Buzin	Rus. str	600	Landstein & Co	
Namoa	G. T. Westoby	Brit. str	868	D. Lapraik & Co	
Nestor	Hill	Brit. str	1414	Butterfield & Swire	
Ocean Queen	Frahm	Brit. str	421	E. J. Sage	
Parana	Wilkinson	Brit. str	1027	Wm. Pustan & Co	
Peiho	Rigodit	Fren. str	2000	Messageries Maritimes	Saigon, &c.
Patuxet	S. W. Cowing	Amr. str	240	Ang. Heard & Co	
Poyang §	Mott	Brit. str	821	A. Heard & Co., Agents	
Prince Albert	R. Kentwell	Brit. str	180	Acheong	
Sir J. Jeejeebhoy		Brit. str	101	Acheong	
Statesman	Valiant	Brit. str	1210	Jardine, Matheson & Co	Singapore, &c.
White Cloud		Brit. str	380	A. Heard & Co., Agents	*Laid up*
Yot-tung		Brit. str	332	Acheong	*Laid up*

‡ *Running between Hongkong and Canton.*
§ *Running between Macao and Hongkong.*

SAILING VESSELS.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Amiral Devoulx	Carrique	Fren. bk	774	Borneo Co, Limited	Manila, &c.
Architect Renaud	Weens	Fren. bg	202	Order	
Argonaut	Nicolson	Brit. sh	1072	Jardine, Matheson & Co	
Brilliant	Newman	Brit. bk	303	Chinese	
Cairnsmore	Keeley	Brit. sh	957	Russell & Co	
Carl	Petersen	Ger. bg	415	Arnhold, Karberg & Co	Yokohama
Charley	Selavo	Brit. bk	359	Russell & Co	
Contest	Kramer	Siam. bg	386	Chinese	
Chow-Sye	Kruse	Siam. sh	448	Chinese	
Cutty Sark	P. W. Vorrath	Siam. bk	474	Chinese	
Diamond City	Shoemcher	Siam. bk	270	Chinese	
Dora	S. C. Petersen	Ger. bk	265	Order	
Fabius	Stultze	Siam. sh	651	Chinese	
Falcon	Salje	Siam. bk	350	Chinese	
Fearless	Cromwell	Amr. sh	709	P. M. S. S. Co	
Foldin	L. K. Dna	Nor. bk	235	Aug. Heard & Co	Callao
Fortune	Schultz	Siam. bk	441	Chinese	
Geffrard	J. W. Munday	Brit. bg	316	Russell & Co	Sydney
Gravina	Feliz Pico	Span. bk		Remedios & Co	
Harriet Armitage	Mailler	Brit. bk	233	Rozario & Co	Dunedin
Hohenzollern	Hashagen	Ger. bk	270	Meyhers & Co	Saigon
Hongkong	Freudenberg	Siam. bk	636	Yuen-fat-hong	
Insulaire	Fleuriot	Fren. bk	394	F. Degenaer	Iloilo, &c.
Isabelita a Maria	M. Camus	Span. bk	548	Remedios & Co	
James B. Bell	R. Chandler	Amr. sh	768	Russell & Co	San Francisco
James Shepherd	W. E. Madden	Brit. sh	869	Vogel, Hagedorn & Co	London
Johanne Marie	Schutt	Dan. bk	359	Bourjan & Co	
John McLean	F. Taylor	Brit. bg	194	Birley & Co	
Jylland	C. Dalberg	Dan. bk	267	John Burd & Co	
Kedar	A. N. Love	Amr. bk	350	Carlowitz & Co	Manila
Leju	T. D. Scott	Brit. bk	556	Order	
Lizzie	Gremen	Ger. bk	314	Chinese	
Lorelei	G. Green	Ger. bk	303	Bourjan & Co	
Madeleine	Pateau	Fren. bk	486	Carlowitz & Co	
Madura	Foss	Ger. bg	257	Siemssen & Co	
Malay	B. P. Clough	Amr. sh	812	Ang. Heard & Co	
Mary Mildred		Brit. sh	460	Rozario & Co	Melbourne, &c
Nightingale	Cutler	Amr. bk	722	Order	
Old Dominion	G. W. Morse	Amr. sh	690	Battles & Co	
Oracle	A. Iroquiaga	Peru. sh	1199	Wm. Pustan & Co	
Parame	Jagoret	Fren. bk	535	Order	
Peiho	G. Holdt	Ger. bk	239	Jardine, Matheson & Co	
Pepita	Aldecoa	Span. bk	296	Remedios & Co	
Presto	Ingess	Ned. bk	420	Ed. Schellhass & Co	Labuan
Princess Seraphi	Munghan	Siam. bk	451	Chinese	
Race Horse	Jorgensen	Siam. bk	371	Chinese	
Rebecca	Bundgnard	Ger. bk	208	R. S. Walker & Co	
San Lorenzo	Ledesma	Span. bk	220	Remedios & Co	
Scottish Bride	C. Geltzler	Brit. bk	403	Olyphant & Co	New York
Swordfish	Moller	Siam. sh	600	Chinese	
Taffarette	Bourje	Fren. bk	425	Russell & Co	
Tekli	T. C. Petersen	Ger. bk	370	Wm. Pustan & Co	

RECEIVING VESSELS & HULKS.

Chase	Welitor	Pow. Mag	283	Harbor Master
Fort William	Purvase	Hulk	1000	P. & O. Co
John Adams	Stroid	Hulk	318	Water Police

H.M. S. SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns.	H.P.	Captain.	Where At.
Avon	doub.sc. gun vs.	4	120	Comr. Patterson	Hongkong
Adventure	sc. st. transport	2	100	Com. Hon. A. Denison	on passage home
Cadmus	Steam Corvette	14	400	Capt. Wm. H. Whyte	Shanghai
Curlew	doub. s. gun vl.	3	160	Comdr. E. J. Church	Tientsin
Dove	gun-boat	3	60	To be Sold	Shanghai
Dwarf	doub. s. gun vl.	4	20	Comdr. B. W. Bax	on passage to Y'hama
Elk	doub. s. gun vl.	4	120	Comr. J. B. Barnett	Amoy
Flamer	Hospital	—	—	——	Hongkong
Hornet	doub. sc gun vl.	4	120	Comdr. O. S. Cameron	Hongkong
Iron Duke	doub. sc iron sh.	14	800	Capt. W. Arthur	Yokohama
Leven	gun-vessel	3	80	To be Sold	Shanghai
Menaee	Military Hospital	—	—	——	Hongkong
Melville	Naval Hspital	—	—	——	Hongkong
Midge	doub. sc gun vl.	4	120	Comdr. Grant	Singapore
Mosquito	gun-boat	4	60	Lieut. Comdr. Bond	Hongkong
Opossum	gun-boat	3	60	Lieut. Comr. Fairlie	Hongkong
Princess Charlotte	Receiving ship	16	—	Commodore Shortt	Hongkong
Rinaldo	screw slop	7	200	Comr. Parsons	Shanghai
Ringdove	doub. sc gun vl.	3	160	Comr. Pitman	Shanghai
Salamis	pad. dec vessel	2	250	Hon. A. C. Littleton	Nagasaki
Teazer	doub. sc gun vs.	4	120	Com. Hon. Fitzmaurice	Foochow
Thalia	Steam Crvette	6	400	Capt. H. B. Woollcombe	Singapore
Thistle	doub. sc gun vs.	4	120	Comr. H. K. Leat	Nagasaki
Zebra	screw slop	7	200	To be Sold	Hongkong

FOREIGN MEN-OF-WAR IN HARBOUR.

Name.	Nation.	Tons.	Guns.	Captain.
Covernolo	F. corvette	2100		Capt. E. Aumni

SHIPING IN THE CHINA WATERS.

Vessel.	Captn.	Flag & Rig.	Tons	Consignees.	Destination.
WHAMPOA.					
STEAMERS.					
China	Henning	Ger. str	642	Siemssen & Co	
Dang Wee	Lord	Ann. str	750	Jardine, Matheson & Co	
Glensannox	Copello	Ita. str	747	Jardine, Matheson & Co	
Thales	Young	Brit. str	775	D. Lapraik & Co	
SAILING VESSELS.					
Anna	Jessen	Ger. bk	440	Chinese	Saigon
Christiansbavn	C. F. Drup	Dan. bk	271	John Burd & Co	
Fangh Balangh	D. D. Cleefe	Brit. bk	277	Carlowitz & Co	
Georges	Finch	Ger. bk	650	Carlowitz & Co	
Iao	T. H. Braun	Ger. bk	342	Siemssen & Co	Tientsin
Neu Granada	E. Baus	Ger. bk	250	Ed. Schellhass & Co	

CANTON.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
An-lan	Godsil	H.I.C.M.	g-b.		
Ching-Sing	E. Choy	H.I.C.M.	g-b.		
Chen-jui	Poynter	H.I.C.M.	g-b.		
Chen-to	Robinson	H.I.C.M.	g-b.		
Chun-hoi	Demée	H.I.C.M.	g-b.		
Craigforth	Scott	Brit. str	862	Olyphant & Co	
Demerara				Customs Chop	
Fee-loong	Wright	H.I.C.M.	g-b.		
Fei-ho	Clayson	H.I.C.M.	g-b.		
Feiwan	Graves	Brit. str		A. Heard & Co., Agents	*Laid up*
Ling-feng	Cocker	H.I.C.M.	g-b.		
Man-nien-tsing	Sum-shün-fat	H.I.C.M.	cor.		
Ngan-tun	Stewart	H.I.C.M.	g-b.		
Peng-chao-ai	Palmer	H.I.C.M.	g-b.		
Riga	Drysdale	Brit. str	918	Gilman & Co	
Sui-Tsing	Stewart	H.I.C.M.	g-b.		
Sun-Chee	Clark	H.I.C.M.	g-b.		
Ta-an-lan	Le Bueh	H.I.C.M.	cor.		
Tien-Po	De Longueville	H.I.C.M.	g-b.		
MACAO.					
America	de Lancirica	Peru. sh	1650	Captain	
Anna	Eissenmenger	Ger. bk	227	Bourjan & Co	
Camilla Cavour	Astorquia	Peru. sh	843	Wm. Pustan & Co	
Emigrante	Pedro Boett	Peru. sh	924	Wm. Pustan & Co	
Fray Bentos	Angel Fulle	Peru. sh	471	Order	
Juan	Stephens	Span. str	774	Order	
Hongkong	Irriborri	Peru. sh	458	Wm. Pustan & Co	
Macao	Vidnurrazaga	Peru. sh	700	Order	
Mango Capac	Luis Olaguibel	Peru. sh	909	Order	
Nuevo Providencia	Vidanwazege	Peru. sh	880	Raynal & Co	
Rosita y Nene	Alchantra	Span. str	689	Order	
Spark ‡	Wilson	Brit. str	140	A. Heard & Co., Agents	

‡ *Running between Canton and Macao.*

SWATOW.

In port on 1st June, 1873.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Chinsftain	Mackie	Brit. bk	319	Bradley & Co	San Francisco
Diana	Made	Fren. sh	711	Frewin & Co	
Gaviota		Brit. sch	150	Bradley & Co	*Laid up*
Kirkland	Colledge	Brit. bk	453	E. Vincent & Co	
Mathilde	Daw	Ger. bk	236	Dircks & Kruger	
Mistletoe	Selavo	Brit. bk	286	Bradley & Co	
Therese Behn	Steffens	Ger. bk	457	Dircks & Kruger	

AMOY.

In port 9th June, 1873.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Adelheid	Vogo	Ger. bk	235	Pasedag & Co	
Alice	Lagarde	Fren. sch	185	Tait & Co	
Annie Muriel	Sonne	Amr. bk	215	Boyd & Co	
Albyn's Isle	Brown	Brit. bk	360	Boyd & Co	
August	Mulder